# Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4891

晚五初月六年一十三緒光

FRIDAY, JULY 7 1905.

五角禮

號七月七英灣香

\$30 PER ANNUM. SINGLE COPY, 10 CERTS.

#### Banks.

H BANKING CO	RPORATION.
PAID-UP CAPITAL	\$10,000,000

Sterling Reserve ......\$10,000,000 \$18,000,000 RESERVE LIABILITY OF PROPTO 15.\$10,000,000

COURT OF DIRECTORS: H. A. W. SLADE, Esq., Chairman. A. HAUPT, Esq., Deputy Chairman. Hon, C. W. Dickson, | H. Schubart, Esq. E. Shellim, Esq. E. Goetz, Esq. G. H. Medhurst, Esq. Hon, R. Shewan. A. J. Raymond, Esq. N. A. Siebs, Esq. F. Salinger, Esq.

CHIEF MANAGER: Hongkong-J. R. M. SMITH. MANAGER: Shanghai-H. E. R. HUNTER,

LONDON BANKERS-LONDON AND LOUNTY BANKING COMPANY, LIMITED. HONGKONG-INTEREST ALLOWED: On Current Account at the rate of 2 per Cent. per Annum on the daily balance. ON FIXED DEPOSITS:

For 3 months, 2\$ per Cent, per Annuni. For 6 months, 31 per Cent, per Ann m. For 12 months, 4 per Cent. per Annum. , R. M. SMITH, Chief Managet,

Hongkong, 17th May, 1905. HONGKONG SAVINGS BANK.

THE Businessoftheabove Bank is conducted \*\* L\*\* bythe HONGKONG AND SHANG HAD BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 31 11

CENT, per annum. Depositors may transfer at their up balances of \$100 or more to the Hongkons an SHANGHAL BANK to be placed on FIXE DEPOSIT at 4 PER CENT. per annum. For the Hongkong and Shanghail BANKING CORPORATION,

J. R. M. SMITH, Chief Manager. Hongkong, 151 May, 1002. INTERNATIONAL BANKING

CORPORATION. FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS AUTHORISED .......GOLD \$10,000,000 CAPITAL PAID UP ......GOLD \$ 3,250,000 ESERVE FUND .......Got.D \$ 3,250,000

HEAD OFFICE; NEW YORK, LONDON OFFICE: THREADNEEDLE HOUSE, E.C.

LONDON BANKERS: NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED, Union of London and Smith's Bank, LTB BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE THE Corporation transacts every Descripreceives Money in Current Account and accepts Fixed Deposits at Rates which may be ascertained on application.

JAPAN

CHARLES R. SCOTT

Manager, 20, Des Vœux Road, .. Hongkong, 26th May, 1905.

OKOHAMA SPECIE BANK, LIMITED. ESTABLISHED 1880.

THE

CAPITAL UNCALLED. RESERVE FUND 9,720,000

Head Office: YOKOHAMA.

Branches and Agencies. NEW YORK. TOKIO. HONOLULU. NAGASAKI. SHANGHAL. LYONS. NEWCHWANG. SAN FRANCISCO. BOMBAY. MUKDEN. PORT ARTHUR. Tientsin, 🕖 PEKING, 4 CHEFOU. KOBE. DALNY. LONDON.

LONDON BANKERS THE LONDON JOINT STOCK BANK, Lu. PARŔS' BANK, LD. THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH:-INTEREST ALLOWED. On Current Account at the rate of a per cent. per Annum on the Daily Balance. On fixed deposits for 12 months at 5 per cent.

TAKEO TAKAMICHI, Manager.

Hongkong,'23rd May, 1905. THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE :- LONDON.

RESERVE LIABILITY OF SHARE-

NTEREST ALLOWED on CURRENT [23 ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances. On Fixed Deposits for 12 months. 4 per cent.

> T. P. COCHRANE, Hongkong, 18th May, 1905.

THE DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL ..... Sh. Taels 7,500,000 HEAD OFFICE—SHANGHAL BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin Calcutta Hankow Tientsin Taingtau Tsinanfu

LONDON BANKERS: Messrs. N. M. ROTHSCHILD & SONS, UNION OF LONDON AND SMITHS BANK, LTD. DEUTSCHE BANK (BERLIN), LONDON AGENCY DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted. M. HOMANN, Manager.

[21] Hongkong, 1st April, 1905.



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(MITSUI & Co.) HEAD OFFICE:--:, SURUGA-CHO, TOKYO. LONDON BRANCH:—34, LIME STREET, E.C. HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES: York, San Francisco, Hamburg, Bombav, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

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Freight Steamers. SOLE PROPRIETORS of the Famous Milke, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals. S. MINAMI, Manager, Honykons,

LIONGKONG HIGH-LEVEL TRAM-WAYS COMPANY, LIMITED. TIME TABLE.

WEEK DAYS. 7.00 a.m. to 7.30 a m. ... Every 30 minutes. .30 a.m. to 8.00 a.m. .. Every to minutes. 8.00 a.m. to 8.30 a.m. .. Every 15 minutes. 8.30 a.m. to 9.30 a.m. ... Every 10 minutes. 9.30 a.m. to 11.00 a.m. ... Every 15 minutes. 11.30 a.m. to 12.45 p.m. ... Every 15 minutes. 12.45 p.m. to 1.15 p.m. ... Every 10 minutes. 1.15 p.m. to 1.45 p.m. ... Every 15 minutes. 1.45 p.m. to 2.15 p.m. ... Every 10 minutes. 2.15 p.m. to 3.00 p.m. ... Every 15 minutes. 3.30 p.m. to 5.00 p.m. ... Every 15 minutes.

5.co p.m. to 8.00 p.m. ... Every 10 minutes. NIGHT CARS. 8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

. SUNDAYS. 8.00 a.m. to 9.00 a.m. ... Every 15 minutes. 9.00 a.m. to 9.30 a.m. ... Every 30 minutes. 9.30 a.m. to 10.30 a.m. ... Every 15 minutes. 10.30 a.m. to 11.00 a.m. ... Every 10 minutes. 2,00 Noon to 1.00 p.m. ... Every to minutes. 1.00 p.m. to 5.00 p.m. ... Every 15 minutes. 5.00 p.m. to 6.00 p.m. ... Every to minutes. 6.00 p.m. to 7.00 p.m. ... Every 15 minutes. 7.00 p.m. to 8.00 p.m. ... Every 10 minutes. NIGHT CARS as on Week Days.

SATURDAYS. Extra cars at 11.30 and 11.45 p.m. SPECIAL CARS by Arrangement at the 'Company's Office, ALEXANDRA BUILDINGS, Des Vœux Road Central. JOHN D. HUMPHREYS & SON.

General Managera. Glongkong, soth December, 1994.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS COAL AND PROVISION MER: CHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

GROUND FLOOR, ST. GEORGE'S BUILDING. HONGKONG,

SOAP AND SODA MANUFACTURERS. SOLE AGENTS FOR HARTMANN'S RAHTJEN'S CENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT,

LAUNCHES,

DAIMLER'S PATENT MOTOR

Sole Agents for FERGUSON'S SPECIAL CREAM

P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c. EVERY KIND OF

SHIPS STORES AND REQUISITES ALWAYS IN STOCK

RBASONABLE PRICES, Hongkong, 7th March, 1905.

Mails.

AND ORIENTAL PENINSULAR

STEAM NAVIGATION COMPANY.

STRAMERS TO SAIL ON LONDON and ANTWERP VIA SINGAPORE, PENANG, (PALERMO ...... COLOMBO, PORT SAID and E. G. Andrews..... MARSEILLES ..... YOKOHAMA VIA SHANGHAI, PESHAWUR ...... July 8th, MOJI and ROBE. E. Spicer, R.N.R. (Passing through the Inland Sea). LONDON and ANTWERP VIA) NANG, COLOMBO, PORT G. W. Cockman, R.N.R. SAID, SUEZ & MAREILLES

[COROMANDEL ......] About 12th ] Freight and G. M. Montford, R.N.R...] July Passage. LONDON, &c...... SIMLA...... July 15th, C. D. Goldsmith, R.N.R. Noon \ See Special

For Further Particulars, apply to

L. S. LEWIS, Acting Superintendent. Hongkong, 7th July, 1905.

Untimations.

# LANE, CRAWFORD & CO.



LANE, CRAWFORD & CO.
NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY BLENDED FOOCHOW TEA.

PRICES: Including Freight, Duty and Delivery to any address in the United Kingdom,

Per 10 Catty Box, \$17.50. Per 5 Catty Box, \$10.00. Hongkong, June 16th, 1905.



WINE SPIRIT MERCHANTS. 15, QUEEN'S ROAD.

Telephone No. 75.

Hongkong, 4th July, 1905.

ESTABLISHED 1864.

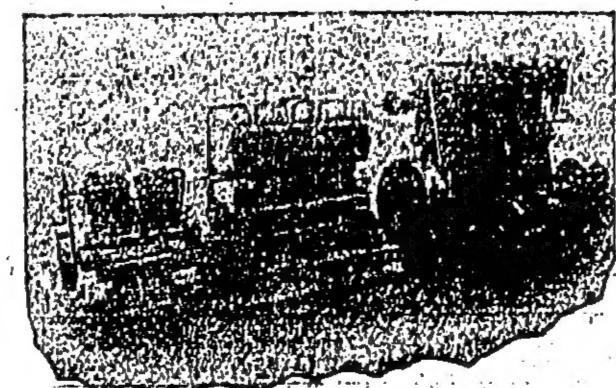
## E. C. WILKS & Co., CONSULTING MARINE & ELECTRICAL ENGINEERS, SURVEYORS, ETC.

SHIPS DESIGNED, CONSTRUCTED AND SUPERVISED.

AGENTS FOR THORNYCROFT'S MOTORS AND MOTOR LAUNCHES, RACING AND CRUISING.

> MOTORS For Reliability, Durability,

Workmanship, Lightness. Estimates cheerfully given.



OUR PROPELLERS Are fitted to the Principal Racing Launches in Europe. Designed and Finished for Highest Efficiency.

Agencies :- GENERAL ELECTRIC CO. W. H. ALLEN & Son's, Engineers, Bedford. H. W. JOHN'S CANADIAN ASBESTOS GOODS. Cable Address: "MARINEWORK," Hongkong

Hongkoog, 1st February, 1905.

Telephone No. 358 12. Beacomfield Arcade, Hongkong. Intimations.



The best oil for the hinges of friendship.

THAT'S

Pronounced the best Scotch Whisky at the price on the Market.

Per Dozen

\$14.00

12, QUEEN'S ROAD.

""Hongkong, 22nd June, 1905.

РНОТО

LONG, HING & Co.,

17, QUEEN'S ROAD.

Hongkong, 15th May, 1905.

Hotels.

# CALDBECK, MACGREGOR & CO. HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 7th February, 1905.

A. F. DAVIES Acting Manager.

Telephone,

VICTORIA HOTEL,

HOTEL. MACAO

ON THE BRITISH CONCESSION.

Telegraphic

SHAMEEN, CANTON,

MACAO, CHINA, IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND

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FIRST-CLASS FAMILY AND COMMERCIAL HOTEL, situated near the BANKS, PRINCIPAL OFFICES and in the MAIN STREET.

Large and Lofty Rooms, Elegantly Furnished. Hydraulic Elevator. Hot and Cold Water Baths and Shower Baths,

Flush Water Lavatories, Excellent Cuisine and Wines. Under European Management. Launch Service for Guests,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56. For Terms, &c., apply to the

Hosgkong, 2nd July, 1900.

Hongkong, 16th June, 1905.

FOR HOTEL COMFORT AND THE BEST BILLIARDS GO TO THE H

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

#### HONGKONG-CANTON LINE.

.5.	"HONAM,"	2,363	tons		aptain	H. I	D. Jones.	
,	"POWAN,"	2,338	3 ·		71	G, İ	, Morrison,	R.N.R
11	"FATSHAN	,	15	******	91	R. L	). Thomas.	

Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted). Departures from Canton to Honokono daily at 8,30 a.m., 3 P.M. and 6 P.M. (Sunday

excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 8 A.M.

#### CANTON-MACAO LINE.

S.S. "LUNGSHAN," ......219 tons .......... Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

> CANTON-WUCHOW LINE.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunki, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures, from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

> Canton to Tak Hing ... .... Single \$12.50. Return \$21.00.

Canton to Samshui..........Single \$7.50. The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

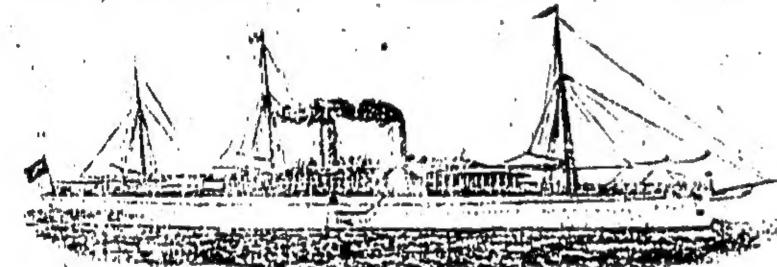
Further particulars may be obtained at the Office of the-

HONGKONG, CANTON & MACAO-STEAMBOAT CO., LD., 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LTD:

Hongkong, 1st July, 1905.

#### CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) SAVING 1 TO 7 DAYS AUROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.-(SUBJECT TO ALTERATION). Tons. Commanders. Sailing Dates. Steamers. R.M.S. "EMPRESS OF JAPAN"...6,000 . II Pybus, R.N.R.......WEPNESDAY, 12th July. "EMPRESS OF CHINA" ... 6, S. o... R. Archibald, R.N.R., WEDNESDAY, 2nd Aug. "ATHENIAN"....... 2.440...5. Robinson, R.N.R.... WEDNESDAY, oth Aug. "EMPRESS OF INDIA ... 6,000 ... E. Beetham, R.N.R ... WEDNESDAY, 23rd Aug. 

Hongkong to London, Intermediate on Steamers, and 1st Class Rail ........ THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VAN-COUVER (H.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class. Passengers Buoked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese

TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

and Japanese Governments. For further information, Maps, Guides, Hand Books, Rates of Freight and Passage,

D: E. BROWN, General Agent, apply to . 9, Preder's Street. Hongkong, 5th July, 1905

#### HAMBURG-AMERIKA OSTASIATISCHER DIRNST.

Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN. LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE: BLACK SEA and BALTIC PORTS; NORTH and SQUTH AMERICAN PORTS).

SAILINGS FROM HONGKONG.

	1, 1	SUNJECT TO ALTERATION	ν,	
	STRAMERS.	DESTINATIONS.		
	BRISGAVIA	HAVRE, ANTWERP and HAMBURG (Calling at S'PORE, PENANG & COLOMBO	14th July.	Freight.
	SITHONIA	HAVRE, BREMEN and HAMBURG	A chile later	Freight.
	ACILIA	** A 4 7 10 00	AKIL Tules	Freight.
,	ALESIA		Tath Avenue	Freight
	CAMBIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO)	7	Freight.
	RHENANIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANO & COLOMBO)	of 6th Sept.	Freight and Passengers.
	VANDALIA		about begin-	Factoria
		intending Passengers is drawn to the s	plendid accommo	dation of this

steamer. Salnons and cabins amidships. Lighted throughout by Electricity. Duly qualified Doctor and Stewardesses are carried.

For further Particulars, apply to

HAMBURG MERIKA LINIE, HONOKONG OFFICE.

No 4, Queen's Suildings,

Hongkong, 4th' July, 1905.

#### NOMA, TATTOOER 60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Patlours are open from 9 A.K. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. M. Colours are absolutely last and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. . H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both bonouted me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources. Hongkong, 16th Nevember, 1904.

#### Mails.

# IMPERIAL GERMAN MAIL LINES. THE YOKOHAMA

NORDDEUTSCHER LLOYD, BREMEN

#### EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA ANTWERP, BREMEN/HAMBURG; PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS: Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers

W.B.-Cargo can be taken on through Bills of Lading for the Principal Places in Bussia.

PROPOSED SAILINGS FROM HONGKONG, (SUBJECT TO ALTERATION.)

and Luggage.

	المهارات والمنازل وال		
	STEAMERS. SACHSEN	SAILING DATES,	3
	SACHSEN	WEDNESDAY, tolk July.	•
-	SCHARNHORST	WEDNESDAY, 2nd August.	4
,	PRINZ HEINRICH	WEDNESDAY, 16th August.	
	PRINZ EITEL FRIEDRICH	WEDNESDAY, toth August.	
	PREUSSEN	WEDNESDAY, 14th Santember.	
h	ROONBAYERN	WEDNESDAY, 17th September.	1
	BAYERN	WEDNESDAY, 11th October.	٠,
	GNEISENAU	VEDNESDAY, 25th October.	,
	PRINZESS ALICE	WEDNESDAY., 8th November.	
	PRINZ RECENT LUTROLD	WEDNESDAY, 22nd November	•
	PRINZ REGENT LUITPOLD	WEDNESDAY, oth December.	
	TESTALLON CONTROL CONT	WEDNESDAY, John December.	1

ON WEDNESDAY, the 19th day of July, 1905, at Noon, the Steamship SACHSEN, Captain F. von L. Peterssen, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 17th July, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 18th July, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 18th July. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50

and Parcels should not exceed Two Cubic Feet in Measurement. The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

#### JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

> PROPOSED SAILINGS FROM HONGKONG. (Subject to alteration).

STEAMERS.	Tons.		
UNZ WALDEMAR		TUESDAY	25th July.
PRINZ SIGISMUND	3,301	TUESDAY,	22nd August.
WILLEHAD			
	-		1 5

O' TUESDAY, the 25th July, 1905, at Noon, the Steamship PRINZ WALDEMAR, Captain C. Woltemas, with Mails, Pas engers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

## SAILINGS OUTWARDS.

For further Particulars, apply to

EUROPEAN AUSTRALIAN SERVICE. STRAMERS KOBE & YOKOHAMA .....PRINZ SIGISMUND ......TUESDAY, 1st August.

\*\*BHANGHAI, NAGASAKI, PRINZ HEINRICH .......WEDNESDAY, 19th July. SHANGHAI, NAGASAKI, PRINZ BITEL FRIEDRICH. WEDNESDAY, 2nd August.

NORDDEUTSCHER LLOYD.

Hongkong, 5th July, 1905.

MELCHERS & CO.,

AGENTS.

#### WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON-KAUKONG LINE: S.S. "TAK HING" and S.S. "HONGKONG." SAILING EVERY EVENING AT 7 P.M. (SATURDAY EXCEPTED). THE ROUND TRIP

occupies 36 Hours. THE steamers pass through the silk producing districts, and afford a splendid opportunity for passengers to see the Southern part of the Canton delta. 

HONGKONG-WUCHOW LINE.

S.S. "LINTAN " and S.S. " SAN-UL" SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 51 DAYS. THE steamers sail from Hongkong to Samshul, Shulling, Takhing and Wuchow. They pass through the Canton delta; and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip .......530 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to -Messrs. BUTTERFIELD & SWIRE, ACENTS. WEST RIVER BRITISH S.S. CO.,

Hongkong. Hongkong, 5th July, 1705

BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	expected on or about ,	Will leave for	On or about
TJIMAHI	JAPAN	First half July	JAVA PORTS	First half
TJILATJAP	JAVA	First half July	JAPAN VIA SHANGHAI	Second half
TJIPANAS	JAPAN	Second half July	JAVA PORTS	Second half July
BOGOZ	JAVA	Second half July	JAPAN VIA SHANGHAI	First half August

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, as ply to-

THE HEAD AGENCY

JAVA-CHINA-JAPAN LIJN. Telephone No. 375, ALEXANDRA BUILDINGS, 3rd Floor. Hongkong, 7th July, 1905.

## Intimations.

REWARD OF \$5,000 .-

NOTICE

THE MANAGER,

HE Public are hereby informed that no FFERED by the Undersigned for the change has been made in the Rates of ARREST and CONVICTION of any Person or Persons who are in the habit of Subscription to the Hongkong Telegraph and SMUGGLING large quantities of OPIUM they are warned against paying more than TEN CENTS (10 cls.) per Single Copy, into this Colony. The colony.

CHIN JOO HENG CO., Opium Farmers. Hongkong, 19th June, 1905.

Hongkong Telegraph Co., Ltd. [669] Hongkong, 30th September, 1903.

Intimations.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 875 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Timo to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description,

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out at Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capabic. of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

The cost of Docking, and repair work, will be found to compare favourably we that.

\* Tenders will be made up when required and the workmanship and material will be

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt. Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

C. W. MEAD, C. E., President and Shanghai Manager.

or child.

of any port in the world.

N. M. HOLMES, C. E., Vice-President and Hongkong Manager.

A. F. CARRICK, C. E. General Manager,

ORIENTAL CONSTRUCTION COMPANY, CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS, HONGKONG, SHANGHAI AND MANILA.

Cable Address: WERRICK, HONOKONG. Railway

A Speciality made Hydraulic of Reinforced Concrete Sanitary and Concrete Piles. Engineering. Hongkong, and February, 1905.

Examinations Surveys Reports and

On all Railway or Proposed Construction Works

# "MINIMAX" EXTINGUISHER

MINIMAX SYNDICATE, LIMITED. LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

> F. BLACKHEAD & CO.. LOCAL AGENTS.

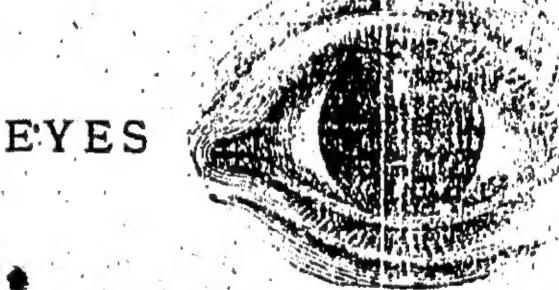
The most effective of all Hand Fire Extinguishing Apparatus. NO HOSE. Extinguishes Oil, Varnish, Kerosine Oil, Tar, Benzine, Guaranteed to remain in working order for any length of time.
SIMPLEST HANDLING.

Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet. IMPORTANT POINTS FOR CONSIDERATION.

In Self-acting,
Destroys all amoke.
Can be used by anyone, even tady Always ready for immediate use.
Requires only one hand to hold.
Weight only 18 lbs, when full.
Maximum of simplicity and effect.

Minimum of Price, Weight and Size.

Hongkong, toth M y, 1905.



RIGHT

N. LAZARUS. OPHTHALMIC OPTICIAN. 10, D'AGUILAR STREET, HONGKONG, (One Minute's Walk from the Post Office).

A/ILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground, All kinds of Repairs. Speciacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"-free. CALCUTTA. SHANGHAL. 21, John Street, Bedford Row, W.C. 566, Nanking Road. 59. Bentinck Street. Hongkong, 24th March, 1904.

'COLD STORAGE.

THE HONGKONG ICE COMPANY, THE Public are invited to pay a visit to LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at to A.M. and 4 P.M. daily, Sur day excepted, to receive and deliver

perishable goods. WM. PARLANE, Manager. Hongkong, 22nd June, 1905.

THE HONGKONG STUDIO, HIGHER CLASS PHOTOGRAPHER,

TOP, FLOOR DORTRAITS, GROUPS and ENLAP GING and COPYING in all Sizes,

41 & 43, QUEEN'S ROAD CENTRAL,

LARGE SELECTION OF VIEWS ALWAYS ON HAND

Hongkong, 14th September, 1903. MEE CHEUNG,

PRICE YERY MODERATE.

PHOTOGRAPHER, TOP PLOOK OF ICE HOUSE, IN

isa-Hous Road

S now in a position, in his New and Commodious Premises, to eclipse, as heretofore ALL PHOTOGRAPHIC ART PRACTICE n the Colony or in any part of the For East.

GRUUPS AND VIEWS & SPECIA IT.

Hongkong, rand Septembilists

## CAFE WEISMANN.

TIFFIN ROOMS.

The only place of its kind in Hongkong. A VERITABLE FAIRY LAND.

REAL GERMAN FASS BEER ON DRAUGHT. Entrance-

No. 14, WYNDHAM STREET, Hongkong, 22nd April, 1905.



THIS DWARF RAZOR has superseded the old fashioned clumsy Razor and by its use Shaving becomes a pleasure. It fy, manufactured in Sheffield, Rugiand, from a special amalgam of steel which makes imiration impossible, and in consequence it enjeys the largest sale of any Razor in the World. Thousands of Testimonials testify that the little "MAB", is the finest shaving implement ever produced.

Will be mailed to any address on receipt of the price (\$2), post free. To be obtained from THE MUTUAL STORES, WATKING, LIMITED, and all first-class stores

Sole Agents for Far East, HOWARD & Co. 29. Des Voeux Road, Central, Hongkong. Agents wanted in every port.

For particulars and terms, apply to-HOWARD & Ca Hongkong, 24th November, 1904

#### Untimation.

LIMITED.

LEXANDRA BUILDINGS.—

Des Vaux Road.\_\_\_

FURNISHING - -DEPARTMENT (FIRST FLOOR BY LIFT.)

from \$65 to \$385 a pair.

Stocked in

BLACK AND BRASS. ENAMELLED

GREEN AND BRASS. ENAMELLED

UE AND BRASS, and

ALL BRASS.

BEST

# MATTRESSES

FOR THE ABOVE,

reasonable prices.

SOLE AGENTS

# ADDISON'S PATENT PORTABLE SANITARY

\$14.50 to \$21.50 each.

INSPECTION INVITED.

HONGKONG,

Hosgkong, 4th July, 1905.

#### Entunations.

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

TOTICE is hereby given that un EXTRA ORDINARY GENERAL MEETING of the above-named Company will be held at the Company's Offices, St. George's Building, No. 6, Connaught Road, Victoria, TO-MOR-ROW, the 8th day of July, 1905, at 11.30 in the Forenoon, when the subjoined Resolution which was passed at a meeting held on 21st June, 1905, will be submitted for confirmation as a Special Resolution.

RESOLUTION. "That the Capital of the Company be increased to \$500,000 by the creation of 20,000

new shares of \$10,00 each." SHEWAN, TOMES & Co., General Managers.

Hongkong, 7th July, 1905. THE GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE.

CHAREHOLDERS are reminded that the TINAL CALL of \$10 per Share'on the new issue of Capital is due on the 30th June, SHEWAN, TOMES & Co.,

General Managers. H 19kong, 26th June, 1905.

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NIOTICE is hereby kiven that the SIX-TEENTH ORDINARY YEARL MEETING OF THE SHAREHOLDERS will be held at the Company's Offices, St. George's Buildings, on SATURDAY, the 15th July, at 12.30 P.M., for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 30th April, 1905, and electing Directors and Auditors,

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 15th July, both days inclusive. By Order of the Board of Directors,

GIB, LIVINGSTON & Co., Agents.

Hongkong, 27t' | June, 1505. THE CLUB LUSITANO, LD.

· NOTICE.

THE Cestificate No. 147 for 20 Shares in I the above Company numbered 54 to 56. 19 and 60, 63 and 64, 87 and 88, 140, and 178 to 187 all inclusive, standing in the Register of Shatcholders in the name of ANTONIO SIMPLICIO GOMES, Junior, having been ost. Notice is hereby given that a suplicate Certificate for the said Twenty Shares will be issued at the expiration of one calendar month from the date of this notice, and that the Original Certificate will, unless produced within that period, be hereafter held by this Company as null and void.

. By Order, H. M. BASTO. Acting Hon. Secretary, Club Lusitano, Ld.

Hongkong, 24th June, 1905.

NOTICE.

WEST POINT.

THE HONGKONG AND CHINA GAS L COMPANY, LIMITED, beg to notify the Public that in addition to the recent REDUCTION IN PRICE OF GAS TO \$3.0 PER THOUSAND Gubic Feet, they now offer the following FAVOURABLE TERMS to INTENDING CONSUMERS:

r. SERVICES up to 50 feet in length will be laid PREE. 2. NO CHARGE will be made for METER-

THESE CONCESSIONS will only apply to houses in which the work of fitting internal pipes is carried out by the Gas Company.

ESTIMATES for any kind of Gas-fitting will be supplied W THOUT COST to intending or existing customers. The Company Hire or Sell all kinds of Gas Fittings whether for Heating, Cooking or Lighting and INVITE INS ECTION of their Stock at their NEW SHOW RO Me at

GEORGE CURRY,

Local Secretary. Hongkong; 13th June, 1905.

JUST UNPACKED.

A CONSIGNMENT OF THE WELL-KNOWN DLASMON BISCUITS. They contain 20 per cent. of Plasmon and are more easily digested and afford greater nourishment and sustenance than any other. Plasmon raises the actual flesh forming value of food to a high and trustworthy degree. They are made in four varieties:-

SWEET, PLAIN (UNSWEETENED), WHOLE-MEAL, AND CELERY. H. RUTTONJEE,

Hongkong and Kowloon. Hongking, 3rd July 1905.

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

IRON, WOODEN AND TAISHER BARRIERS, WIDENING OF CHANNELS THROUGH.

NOTICE is hereby given that the Channels through the IRON AND WOODEN BARRIERS in CALLINSON REACH and TAISHEK BARRIER in BLENHEIM PASSAGE, have been widened and deepened

as follows !--INON BARRIER, 420 feet of the Central Section of its Northern end have been removed. leaving a passage of 570 feet in width, with a depth of 16 feet at low water of Spring Tides. WOODEN (OR BRIDGE) BARRIER The entire barrier has been removed and al obstructions cleared to a depth of 16 feet at

low water of Spring Tides. through this barrier has been widened to 400 feet with a depth at low water of Spring Tides of 12 feet on its Northern side, gradually decreasing to to feet on its Southern side. The Northern side of the Channel is marked by two beacons each bearing a Red Shape and showing a Red Light by Night; and the Southern side by a Black Conical buoy surmounted by a Green Light at Night.

Harbour Master, Approved i

F. J. MAYERS, 'Acting Commissioner of Customs.' Castoms House, Canton, 1st July, 1905.

J. HOW LL MAY.

CANADA'S TRADE WITH JAPAN.

If there is a prejudice in Japan against the cottons of Canada, the cause of it dues not lie, as Mr. Fielding suggests, in this country's non-participation in the Commercial Treaty concluded between Great British and Japan in, 1894. Its origin is to be dated three or four years later,

In 1897 Mr. Fielding performed his operation on the Canadian tariff. The most painful results of his awkward surgery were those of his reciprocal clause. This clause made quite a hole in our tariff fence. It ran as follows:

"When the Customs tariff of any country admits the products of Canada on terms which, on the whole, are as favourable to Canada as terms of the reciprocal tariff herein referred to are to the countries to which it may apply, articles which are the growth, produce, or [672] manufacture of such country, when imported direct therefrom, may then be entered for duty or taken out of warehouses for consumption in Canada at the reduced rates of duty provided in the reciprocal tariff set forth in Schedule D to this Act."

The reduced rates of the reciprocal tariff set forth in Schedule D. were as follows: Seveneighths of the regular duty, from the 23rd of April, 1897, to the regular duty after the latter date. This was a substantial concession, and one of the countries entitled to it as admitting Canada's products on far more favourable terms, was Japan, Japan's claims were recognised, and her products came into Canada at the reciprocal rates. Nor was Japan the only country. Some forty countries in all were found to be entitled to the reciprocal discounon the most favoured nation grounds. Mr. Fielding's scheme to dillute the tariff was expanding even beyond the exultant predictions of himself and Sir Richard Cartwright, all their wants supplied at BAY VIEW both of whom described it as an instalment of HOUSE. free trade. One of the nations that came into the enjoyment of the benefit without giving an equivalent was Germany. accordance with the terms of a commercial treaty in which Canada was bound along with Britain, Germany was entitled to any conces-[674 sions Canada made to any other nation. So from 11 A.M. to 9 P.M. Germany came in without moderating in the alightest degree its high tariff as against Canada. Thus, under the reciprocal clause, Germany was geting something for nothing. description, including Ices, may be had at To help Canada out of this consequence of Mr. Fielding's blunder the Imperial Government consented to denounce the German Treaty, thereby putting an end to Germany's right to I to Hongkong." the reciprocal tariff. But that did not cause the muddle to vanish. There were other nations to be shaken off who were not reciprocating.

So, in desperation, Mr. Fielding abandoned the reciprocal idea and launched into the British Preference. This meant the cancelling of the concessions to Japan and other countries who were giving Canada more than equivalent, Japan has not forgiven the Laurier Government for this shabby treatment. That is the cause of any sentimental bias it has against our goods,—Teronio Mail and Empire.

THE DANGER OF HIGH COLLARS.

That a stiff high collar may press against the pneumogastric, or vagus nerve, to such a degree as to cause serious symptoms, such as loss of strength, neuralgic pains, nausea, and even anesthesis, is the belief of Dr. F. B. Brubaker, as stated in The Medical Mirror (St. Louis). People who habitually wear high collars without experiencing any of these ill effects may be surprised to learn the harm that this seemingly innocent article of haberdashery can wreak. Says Dr. Brubaker:

"It is a noteworthy fact that all the more important vital structures of the body are safeguarded from injury, encased within bony walls, or hidden deep under layers of muscles. "The important functions of the pneumo-

gastric nerve render it necessary that in ses passage through the neck it should be pro-tected from injury. We therefore find it enclosed within the same sheath as the carotid and placed between the artery and internal jugular vein, lying posteriorly to both. By this provision the nerve is placed between fuld on either side, this arrangement providing a degree of elasticity uncommon in nerve pro-

"The effect of compression on structures in this locality was known to the ancient writers on medicine, but the phenomena observed were ascribed to the artery rather than the nerve-For instance, it was noticed then, as now, that pressure on this part of the neck was followed by a sensation of want of air, by deep and laborious breathing, rapid heart primarily, to be af-terward retarded with sometimes a sense of sinking over the precardial region. Continuing To be sold by Public Auction by Order of the the pressure occasions a deep-seated, benumbing sensation in the head, as if one were shout to lose consciousness. Gastric symptoms, amounting to nauses, etc., even vomiting, may arise, with lassitude, languor, lowness of spirits and want of repose, remaining for an hour or two then gradually wearing away. It will thus be seen that pressure over the carotid artery in the neck is followed by various symptoms."

After describing several cases in which these and similar symptoms seem to have been caused by wearing high close-fitting collars, Dr. Brubaker reminds his readers that they also accompany many diseases, such as those of the lungs, in which disintegration of the pneumo-

port of our argument that irritation or pressure | bi June, 1902. Annual Crown Rent \$7.00. must be direct and immediate upon the pneumogastric, the nerves supplying the integument of the peck and the overlying skin being at least simply supplied by nervous energy which communicates with the pneumo-gastric. All irritation and all pressure thereforc, when of sufficient degree, must become reflected thereon to the detriment of the

## Intimations.

## CIGARS.

FINEST HAMBURG MADE

ROLAND VON HAMBURG

\$4.50 per hundred.

FLOR DE MONDEGO

\$6.00 per hundred.

Sold in

AIR-TIGHT TINS

TUNG CHONG WO, 98, Queen's Road Central, Opposite Central Market.

Hongkong, 9th June, 1905.

#### BAY VIEW HOUSE. MACAO.

CITUATED at the most Charming Part of Macao's Famous Beach, has just been opened for the public and for the benefit of Hongkong Visitors, who travel to this Delightful Resort.

BATHING PARTIES, and indeed every Holiday Seeker on pleasure bent, will find

MORNING TEAS, BREAKFASTS, TIFFINS, AFTERNOON TEAS, and DINNERS can be supplied to any number at the shortest notice, and at the most

reasonable prices. On SUNDAYS Meals served a la carte

Only the Finest Brands of WINES and LIQUEURS will be kept in stock. LIGHT REFRESHMENTS of every

the lowest prices. After one trial of the fancy fare at BAY VIEW HOUSE, you will be loth to return

TELEGRAPHIC ADDRESS: "BAYVIEW, MACAO."

Macao, 7th June, 1905.

#### Insurance.

GERMAN FIRE INSUR-ANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

#### Hongkong 28th May, 1895. Mentistry.

THE AMERICAN SYSTEM

DENTISTRY.

M. H. CHAUN, D. D. B. 37, DES VŒUX ROAD CRNTRAL, HONGKONG, From the University of Pennsylvania, U.S.A. Hongkong, 4th Inne. 1004

TSIN TING. ATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14. D'AGUILAR STREET. REASONABLE FEES. Consultation Free.

thoughour, toth July, 1004.

#### Auction.

PUBLIC AUCTION.

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

Action No. 135 of 1905.

Supreme Court of Hongkong.

VALUABLE LEASEHOLD PROPERTY, situate at Kowleon, in the Colony of Hongkong, FRIDAY,

the 14th day of july, 1905, at 3 o'clock in the afternoon, at Yessrs. HUCHYS & HOUGH's Sales Rooms, Des Vœux Road Central.

LL that PIECE or PARCEL or GROUND registered in the Land Office as Hunghom gastric nerve is a feature, and he asserts that Inland Lot No. 249 together with the Building we are warranted in believing that irritation thereon, known as No. 74, Des Vœux Road the to prolonged pressure may act in a similar. Hunghom, abutting on the North side thereof way. He goes on to say:

"Believing that collars extremely high and feet, on the South side thereof on Hunghom tight might become an exciting cause of irrita. Road and measuring thereon 15 feet, on the ion to this important nerve in certain cases, Rust side therenf on Hunghom Inland Lot and being stimulated to further research along No. 224 and measuring thereon 50 feet and this line by the experience of a patient whose on the West side thereof on Hunghom Inland TAISHEK HARRIER. The passage difficulty was undoubtedly caused by con- Lot No. 248 and measuring thereon 50 feet; and through this barrier has been widened to 400 tinuous pressure upon this nerve by his collar, which said Piece or Parcel of Ground contains I believe it to be the cause of at least transitory in the whole 750 square feet and is delineated 1876, created by a Crown Lease of the whole of Quinta do Porto. symptoms in such people as book-keepers, on the plan attached to the Crown Lease the said Rural Building Lot No. 76 dated the writers, professional men, and others whose thereof and is coloured red thereon and is held 3rd day of June, 1892. various callings require constant and interrupt- from the Crown for the residue of the term of It is ... not necessary to suppose in sup- | granted by a Crown Lease dated the 3rd day Por further particulars and conditions of

sale, apply to-Mesers JOHNSON, STOKES & MASTER, Solicitors for the Plaintiffs in the above action, or to Messis, HUGHES & HOUGH, Auctionears.

Dated the 28th day of June, 1905.

Auctions.

PUBLIC AUCTION. THE Undersigned have received instructions to sell by PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED, TO-MORROW. the 8th July, 1905, at II A.M., at their Sales Rooms, No. 8, Des Vœux Road,

corner of Ice House Street, A LARGE ASSORTMENT OF ENAMELLED WARE GOODS. TERMS :-- As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 7th July, 1905. IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

Action No. 95 of 1905.

TO BE SOLD BY PUBLIC AUCTION, By order of the Supreme Court of Hongkong and with the approbation of ARATHOON SETH, Esquire, Registrar of the Supreme Court, of Hongkong, pursuant to the order for sale made in the above action and dated the 14th day of April, 1905.

THE VERY VALUABLE LEASEHOLD AND RECLAMATION PROPERTY, situate at Victoria, in the Colony of Bongkong,

MONDAY, the 17th day of July, 1905, at 3 o'clock P.M., at Messrs. Hughes and Hough's Sales Rooms, Des Vœux Road Central,

IN ONE LOT, BEING A LL that right of Equity of Redemption of and in SECTIONS A and B of MARINE LOT No. 236 and THE RECLAMATIONS thereto. Together with the Messuages or Tenements thereon, known as Nos. 188, 190 192 and 191, WING LOK STREET, and Nos. 36, 37, 38 and 39, CONNAUGHT ROAD WEST, Hongkong. The Property is more particularly delineated

on a sale plan thereof which can be inspected at the Offices of Messrs. Johnson, Stokes and MASTER, Solicitors for the Vendor. Sections A and B of Marine Lot No. 236 are held from the Crown for the residue of a term of 999 years from the 25th day of June,-1870,

February, 1879. The Praya Reclamation to Sections A and B of Marine Lot No. 236 are held upon and under the terms and stipulations of the usual Reclamation Agreement.

granted by a Crown Lease dated the 7th

The area of the whole of the said Property is 7.124 square feet. The Crown Rent in respect of the whole Property is \$127.40.

For further particulars and conditions of sale, apply to-Messrs. JOHNSON, STOKES AND MASTER, Solicitors for the Plaintiffs in the above

Action who have the conduct of the

said sale. Messes, EWENS, HARSTON & HARDING, Bolicitors for the Defendant, LI TSUNG

PAK, in the said Action, or to ' Messis, HUGHES and HOUGH, Government Auctioneers.

PUBLIC AUCTION.

Hongkong, 29th June, 1005. -

TESSES, HUGHES AND HOUGH have received instructions to sell by PUBLIC AUCTION,

FRIDAY,

the 21st day of July, 1905, at 2 P.M., at their Sales Rooms,

THE FOLLOWING . VALUABLE LEASEHOLD

Hongkong, vis:-

PROPERTY, situate at Mount Kellett, in the Colony of

1.-Ail that PIECE or PARCEL OF GROUND being a portion of the piecelor parcel of ground situate at Mount Kellett aforesaid registered in the Land Office. as Rural Building Lot No. 76 abutting on the North side thereof on a portion of the said Rural Lot No. 76 described on the Sale plan thereof as Lot No. 2 and measuring thereon 330 feet or thereabouts on the South side thereof partly on Crown Land and partly on Government pavilion and measuring thereon 398 feet or thereabouts on the East side thereof on Mount Kellett Road and measuring thereon 163 feet or thereabouts and on the West side thereof on Crown Land and measuring thereon 161 feet or thereabouts which said piece or parcel of ground is described on the said Sale plan as LOT No. 1 and contains an area of \$6,700 Square Feet or thereabouts. Apportioned Annual Crown

2.—All that PIECE or PARCEL or GROUND being another portion of the said Rural Building Lot No. 76 abutting on the North side thereof partly on a portion of the said Rural Building Lot No. 76 and partly on Crown Land and measuring thereon 240 feet or thereabouts on the South side thereof on other portion of the said Rural Building Lot No. 76 described on the said sale plan as Lot No. 1 and measuring thereon 330 feet or thereabouts on the East side thereof on Mount Kellett Road and measuring thereon 199 feet or Tawn (White Label) 14.00 thereabouts and on the West Side thereof on Crown Land and measuring thereon 218 feet or thereabouts which said piece or parcel of ground is described on the said sale plan as LOT No. 2, and contains an area of 56,700 square feet or thereabouts. Apportioned Annual Crown Rent \$18.50.

Rent \$18,50;

The above two pieces or parcels of ground are held from the Crown for the residue of a term of 75 years from the sixth day of March,

A Sale plan of the said property can be inspected at the office of Messrs. Johnson, Stokes and Master and at the Auctioneers' office. For further particulars and conditions of Dry No. 1, Selected sale, apply to-Messrs, JOHNSON, STOKES & MASTER

Solicitors for the Vendors. Messre, HUGHES & HOUGH, Government Auctioneers.

Hongkong, 21st June, 1905,

## Intimations.

A LL PERSONS having CLAIMS against MR. JAMES R. SYMINGTON, CIVIL Engineer, are requested to send same in in writing to his Attorney, WILLIAM JAMES HOBBS C/o the Undersigned when they

will be promptly liquidated. Unless such Claims are sent in prior to the 31st July, 1905, no notice will be taken of them and they will not be recognised.

Dated the 5th day of July, 1905. JOHNSON, STOKES & MASTER, 8, Des Vœux Road Central, Solicitors for the said Mr. WILLIAM JAMES Honns, Attorney for the said

JAMES R. SYMINGTON.

TENDERS are invited for the SUPPLY OF LABOUR AND JUNKS in connection with the COALING of H.M. FLEET, etc., at Hongkong, for a period of 12 Months from the 1st August, 1905.

Forms of Tender can be obtained on applica-Yard, Hongkong, and should be returned not later than Noon on 19th July, 1905. Hongkong, 5th July, 1905. [716



Brand

HOWARD & Co. 50, Queen's Road Central,

A FOOK & Co.,

12, Pottinger Street, Central. GENERAL STOREKEEPERS, SHIP CHANDLERS AND COMPRADORES, COAL MERCHANTS

A LL kinds of Provisions, Coal, Water and Ballast supply from alongside at the

Orders solicite. Hongkong, 23rd Eshruary, 1905.

# THE WINE GROWERS



BARRETTO & Co.,

General Agents, Hongkong,

(Successors to Donna A. Ferreira). Monopoly for China of

Light Tawny (Brown Label)..... \$10.00 Per Doz. Case\* Label)..... 10.50

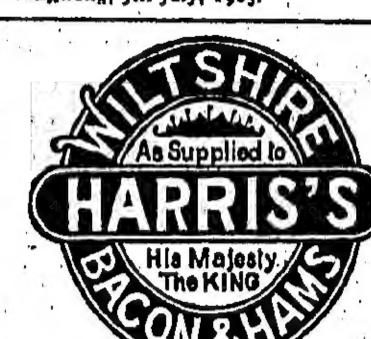
White Tawny (White Label)...... 12.00 Medium Tawny. 

Selected Old Port 15.00

Old Port...... 25.00 Selected Old Port 30.00

> BARRETTO & Co. Agents, Nos, 22 & 24, Bank Buildinge, Queen's Road Central,

NAVY CONTRACT.





HARRIS, CALNE-WILTS, England. Representatives for Hongkong & China,

Hongkong, Hongkong, 19th May, 1905.

AND STEVEDORES OF BIXTY YEARS STANDING.

shortest notice and with all possible dispatch. Moderate terms,



# PORT WINE.

Direct Shipments from the COMPANHIA AGRICOLA E COMMERCIAL DOS VINHOS DO PORTO

THE WINE GROWERS SUPPLY CO.

White Tawny (Brown Full Wine (Brown Label)..... 11.00

Tawn, 1887 Vintage,

Quinta da Granja, Selected Old Port Dry No. 3, Selected

Dry No. 2, Selected Old Port..... 35.00 Old Port..... 50.00

Hongkong, 3rd July, 1905.

#### Untimations.

## A. S. WATSON & CO.,

LIMITED

ESTABLÍSHED 1841.

## AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

## SHERRIES.

BOTTLED BY GEO, G. SANDEMANN SONS & CO., LTD. l'er dozen. Light Dry ......\$13.00 Very Pale Dry ...... \$8.00 Full Golden ...... 21.00 Pale Dry Nutty ...... 24.00 Fine Old Brown ...... 36.00

# A. S. WATSON & Co.,

Agents in Hongkong and South China for SANDEMAN'S WINES.

LIMITED,

ESTABLISHED 1841. Hongkong, 22nd June, 1905.

# GREGOR &

34, QUEEN'S ROAD CENTRAL,

IST FLOOR.

FROM U. FAZZINI, FLORENCE.

\$9.75 PER CASE.

Latest

GOLD MEDAL

Hongkong, aand June; 1905.

The Hongkong Celegraph HONGKONG, FRIDAY, JULY 7, 1905. ...

THE THIRD TEST MATCH.

The third test match between England and Australia has ended in a draw. It is some consolation to think that the odds were in favour of England, but this irritating and most unsatisfactory result will only serve to strengthen the argument that test matches should be played to a finish, no matter if it takes a month to secure the last wicket. The first match was won by England. The second was abandoned on account of rain; and now the third is stopped because the time limit had expired. In a country like England where the weather is so delightfully uncertain that many prophets find a lucrative calling in proferring forecasts which are as frequently wrong as they are right, it should be recognised that to tie a match down to certain limits of time is to fly in the face of Providence. In the case of county matches which are arranged in the winter and so carefully compiled that any deviation from the list would upset all calculations, it may be impossible to allow more time than a certain time for each match. But in the case of a test match the conditions are altogether different. The players for England are selected from various clubs whose fixtures are not affected by the absence of their star players. The Australians are in England, not to beat half a dozen county elevens, but to carry back the "ashes," and if they are prevented from doing so by an arbitrary rule which says that a match shall last so long and no longer the disappoint ment-will be as keenly felt by sporting Englishmen as by the great cricketing public of Australia. Already three out of the five test matches have been played and we have only one definite result. If England wins one of the two remaining test games the "ashes" remain in England. The fault that the third game ended in draw can hardly be laid against England, for the second innings was declared when only five batsmen had been retired. Australia had to make 402 to win, and the Cornstalks had got 178 with three wickets when the match ended. Australia might have wonstranger things have happened on the cricket field-and then there would have been real interest in the two succeeding games. As it is, the advantage is all on the side of England, and while Englishmen abroad will rejoice that the old country is [32] still at the top of the game there will be an under-feeling that Australia is experiencing exceedingly hard luck. We can only trust that the next couple of test matches will be played to a finish so that we may know definitely which is the better team.

> THE NEW R. C. BISHOP OF HONGKONG.

FATHER POZZONI APPOINTED

According to a private telegram which was received from Milan to-day by Father De Maria, who has been acting as pro-Vicar Apostolic since the death of Bishop Piazzoli, the announcement has been made that the Rev. Domenico Pozzoni has been appointed Roman Catholic Bishop in Hongkong. Hongkong, i may be stated, is not a See under the Roman Catholic hierarchy, and it is customary to appoint the Bishop resident in Hongkong to an Italian See. The telegram, however, does not state what will be the offic al designation of Bishop Pozzoni,

The Right Rev. Domenico Pozzoni was born at Palermo, in the diocese of Milan. He studied at the Milan seminary, and after his ordination he elected to undertake missionary work. He was appointed to the Chinese field and in 1885 arrived in Hongkong. During the twenty years of his service in the Far East, Bishop Pozzoni has laboured indefatigably among the Chinese in the New Territories, and so conscientious has his work been and so closely has he identified himself with the people of his mission, that his visits to Hongkong have been few and far between-The result is that he is a comparative stranger to the majority of the brethren in Hongkong, although his name as an earnest and zealous worker is known and esteemed. For a considerable time he assisted the late Bishop Piazzoli in his ministrations to the Chinese, and on the last occasion that his predecessor visited Italy, Father Pozzoni accompanied him. The new Bishop is described by those who are fa- columns yesterday, were produced before voured with his acquaintance as an exceedingly worthy head of the Church in Hongkong his nature is mild and amiable and he has not an enemy in the world.

#### LOCAL AND GENERAL.

THE Colonial Secretary has received the following telegram from H.B.M.'s Consul, Chefoo, dated 1st inst, :- " Quarantine on arrivals from Hongkong.

MR. W. J. Russell, of the Hongkong and Whampoa Dock Co., prosecuted his house boy for leaving his service without giving due notice. The man was fined \$15, or one months' mprisonment.

and wounded soldiers in the Japanese Military Reserve Hospitals throughout the country is all, having some 8,000. The number of in- ing, when they were to be placed aboard by the charts to the thip? Who pays for them?--! [33-3] valided troops was at one time nearly 60,000. | police prior to her sailing,

On behalf of Mr. Y. Sakatani, the Vice-Minist THE "TRAVANCORE" INQUIRY ter for Finance of the Japanese Imperial Government, Mr. M. Noma, Consul for Japan, has forwarded to us a copy of "The Fifth Financial and Ecunomical Annual of Japan," just issued by the Finance Department.

As a result of the squall this morning the water police, while patrolling the harbour discovered near Shankiwan a cargo hank floating, bottom upwards. As no report hart up to a lite hour been made to the police, and no bodies found, it was not known whether the capsizing of the junk was attended with any loss of life.

PROGRAMME of music to be performed by the Band of the 2nd Bat., Royal West Kent Regt., on the New Parade Ground, on Monday next,

from 5 to 6.30 p m :--March.....Sours and Stripes " ...............Sours Selection from ...... The Gondotters" ......... Sullivan Valse Militaire ......... The Grenadiers " ....... Waldteufel Incidental Music to ... " Monsieur Beaucaire "..... Rosse Fantasia Descriptive..." A Voyage in a Troopship" ..... Miller ' God save the King.

By kind permission of Cul. W. G. B. Western, C.D., and Officers, the Band of the 2nd Bat., "The Queen's Own" (Royal West, Kent Regt.) will play the following programme of music, during dinner, at the Hongkong Hotel, tomorrow, 8th inst. Owing to the Band having a later engagement, the band hours will be

March ........... "The Royal Atthur" ....... McKay . Overture ......Sour Souch .........Sour Valse ...... Vollstedt Selection from ..... "Haddon Hall" ....... Sullivan The Darkies Jubilee ......Turner God save the King.

TONY Robertson, living in Hollywood Road, was sued by a houseboy in the Summary Jurisdiction Court to-day-His Honour Mr. A. G. Wise, Puisne Judge, on the bench. The houseboy claimed \$17.90, made up of \$15 for wages and the remainder for sampan hire and petroleum. The defence was that the boy was new to the work, and that he had really been engaged to collect money. She gave him an advance of \$5 and promised to pay the remainder at some other time; she wanted the boy to remain in her service because he knew the offices where he had to collect the money. His Lordship said the boy certainly did not look as if he were worth \$15 a month. Judgment was given for the plaintiff-\$3.80 for wages and 15 cents for sampan hire, etc., total \$4.55

ADJOURNED from Wednesday the summons issued by Louis Comar, proprietor of the "Main Hotel," against J. Carton, agent of a phonograph company, for disturbing the peace of the neighbourhood, by causing certain noises to be made at night, was resumed before Mr. G. N. Orme this morning. The facts, briefly, were that defendant, in order to secure new records for phonographs and gramophones, of the Columbia Phonograph Company, engaged during the day, musicians of sorts, chiefly Chinese "bandsmen," to play for him, and, during the night, kept machines running till one o'clock, making it impossible for anyone in the house to sleep, and in consequence several of his boarders have left to take other, and quieter, quarters — Defendant said complainant knew. when he let him the rooms, the use they were to be put to, and he had been put to a lot of expense fitting them up. His Worship said defendant could not maintain any such huisance near European residences, and had better go "further west". An order was made giving defendant seven days in which to abate the nuisance or vacate the premises.

WE find in the Transactions of the Entomotwo contributions from Mr. John C. W. Kershaw, FZ.S, F.E.S., who has been residing at Macao for some years past. The first deals with "The Life History of Gerydus chinensis, Felder" which, it should be explained, is a butterfly, fairly common throughout the year in certain localities near Macao and Hongkong, while the second article is on "Butterfly-destroyers in Southern China." We are told that in this district lixards destroy or injure the largest number of butterfly images while ties frogs, and possibly the numerous small snakes which are 'always' climbing in the tops of bushes, are other reptile off. In fact, had only just got aboard of her. fees to butterflies. His notes point to butterflies which, have escaped the sundry and manifold dangers of the egg, laiva and pupa stages having, collectively, comparatively little to fear in the perfect state. The first of the articles is illustrated by Mr. Kershaw with one of his own drawings executed with that accuracy and attention to detail which characterise all his work as a naturalist.

THE two Norwegian sailors from the s.s. Egremont Castle, who were sentenced by Mr. F. A. Hazeland to two weeks' imprisonment with hard labour, for refusing to obey the lawful orders of the Captain, as recorded in these after consultation with the Harbour Master, it had been decided to put the men on board the steamer before she sails, as she is scheduled to tug and a hawser was passed across. As soon do, to-morrow afternoon, in order to prevent their becoming distressed British seamen, or the boats. The Robert Cooks then commenced otherwise a charge on the Colony, on the expiration of their sentences. The men said they towed into Harlem Bay as the ship was filling preferred to serve out their terms in gool rather than go on board the vessel. Captain Moodie said he did not know when, if at all, he would go the hawser by mistake. The Robert Cooke be returning to Hongkong; he was at present bound f r Saigon, future destination unknown, He added that if the men were placed on grumbled several times, board to-night they would in all likelihood seize an opportunity of returning ashore, and lying pardu until after the vessel had sailed. He had no means of preventing the men going the story. The act of gitting back to Hong-IT is reported that the total number of sick ashore short of putting them in irons, and, under the circumstances, he was in no way in a position to do so, does not really affect the authorized to do that. The men were there now 40,000, the Tokyo Hospital, the largest of upon remanded to gapl until to-morrow morn.

PURTHER HEARING.

SKRIDUS ALLEGATIONS.

The Marine Court, appointed to inquire into the stranding of the sailing ship Travancor and the charges of incompetency brought by her crew against the master, Capt. William Chamberlin, held another sitting to-day when further evidence was taken.

The members of the Court are:-the Hop. Captain Barnes-Lawrence (president), I ieut. Charles K. McCallum, R.N. (H.M.S. Tamir) Messrs. H. Pybus (Master, s.s. Empress of India), St. John George (Master, v.s. Macquarie), and W. Robb, (Master, s.s. Taiping).

Mr. C. D. Wilkinson (of Messre, Wilkinson and Grist) appeared for Mr. Chamberlin, and Mr J. Hays (of Messis Johnson, Stokes and Master) represented the owners of the ship. Capt. Chamberlin was first called and continu-

ed his evidence: ( and ated that he returned wit the c ew to the ship at 3 a.m. on the 2nd June. Shortly after they got abourd the vessel commenced to bump and as he thought she would break up he ordered the men to return to the boats. This was about six o clock of the same morning. They pulled a little distance away and laid off the ship for about an hour when they again boarded the vessel, which, at that time, was not bumping quite so heavily. They endeavoured to get her off by means of hawsers from 7.30 p.m. to 8.45 p.m., instead of the usual and anchors, but were not successful to he decided to wait for the tide to rise. Several other efforts to refluxt her were made during the day but with no avail, and it was eventually decided to await assistance from Hongkong. During this time they had four men away who had been sent to flongkong. He thought four men were sufficient to man the life-boat, and considered he was justified in sending that number only.

> The President-Are you sure in your own mind that was the lifeboat you sent?

> Witness-No. It was not the lifeboat; it was the gig.

You stated in your evidence that it was the lifeboat. Do you wish me to correct that? -Yes, sir.

Continuing, he said that two days lat r the Liking arrived at the scere of the stranding.

The President-Do you mean the Liking;

was not it the Robert Cooke?-Yes Proceedings witness said that the Robert Cooks brought back the crew from Hongkons, and the Putai brought back the ship's gig. As soon as the tug-boat drew near witness: communicated with her and got the tow rope fast to her. He ordered the men into the boats | if he took spirits his eyes would probably be in case the vessel should sink if she got into deep | permanently affected. It was very seldom that water. The Liking had arrived on the 2nd June | he took alcoholic drink, and witness gave the crew permission to go on board of her leir the night. During that same up t' ree lights as a signal for the crew to return | noticed that the captain was acting in a pecu-

had gone ashore again. about three quarters of an hour. The fore all noticed the captain falling down on the poor yard was braced up on the starboard tack. in front of the man at the wheel-senior The main and crossjack yards were square. All the lower topsails were set and the foresail, but no head sail. They were set when the land breeze came up about 8 p.m. with the hope that they would assist in driving the ship off. They were set by witness and the first mate.

wiser precaution to have signalled to your men to come back immediately it occurred to you said she ran stern on to the rocks with that the ship might sl p off?

and as soon as ever it came she started off. It was then that I signalled to the men. signalled immediately, and the Liking answer-

lights?-Yes.

off your blue lights previously to getting off if she was abandoned it would not do for any logical Society of London, for the year 1904. You would then have had the advantage of was no one there to give orders so witness having the crew aboard. Apparently it did asked the master why didn't he tell them not occur to you to have the crew aboard what to do, and previous to this the ter before?--- I got them aboard

certain sails .- Yes, sir. The wind, as you hoped, would send the . "The captain charges us with cowardice," he ship into deep water, and then it was that you remarked, "and I don't think there is a man made the signal for the crew to come aboard, among us who would not like fair play. The and gliding off so that you would have had we left the ship in the boats we saw him under short time. The men had not been aboard the | was under the influence of drink." Liking many minutes before the ship slipped

Don't you think you were rather mistaken in letting them go aboard of the Liking at all? Were you wise in letting them go?-Yes, we expected the masts to come down the way the ship was bumping. If the masts had fallen and the men were on deck they might have

Proceeding, witness said that on the return of the crew he trimmed the rails so as to assist in getting the ship off. This was about 1 or 2 a.m. on the 3rd June. The crew then left the

witness remained on board. was affeat. The ship was still bumping. He | cigar from his pocket and handed it to him. tied the ship's log and chart round his waist. He usually kept the chart in a drawer in the saloon which was part of his private quarters. the time the captain slipped. The captain was The officers could at any time have access to Hazeland this afternoon and informed that, the chart. The boats laid off the ship until nodding all the time with his head; then lifted daylight on the 3rd June: When the Robers his arms from the rail and fell "straight down Cooks hove in sight witness called one of his on the deck." boats alongside and proceeded on board of the as this was fast he ordered the crew back to to tow, and the vessel came off; witness and the mate were the only two on board. They were rapidly, and he anchored there in 12 to 13 feet of low water after the first officer had let then returned to Hongkong for pumps and the crew came abourd and, after furling the sails, were put on the hand pumps. The crew

The I'resident (to the Court). - Well, gentlemen, I think we have got as far as the narrative goes, having reached that position at which I'do not think it is necessary to continue kong after the ship was got off, when she was case. Therefore, I don't propose to ask the

master abything further myself .: By Lieut. McCallum.-Who supplies your pay for them.

Is that customery?-Not always. But in the firms that I have been in I have generally had to buy my own charts.

Don't you find that very expensive?-It is rather expensive.

Are you bound to pay for them yourself? The President .- The money comes out t your own pocket?-Yes, sir.

"Lieut. McCallume-Is it a written stipulation between you and your owners that you have to find your own charts?-It is not a written stipulation.

But they make you do it?-Yes. In the course of further cross-examination the witness said he hurt his back in the night of the 31st May and informed both the 1st and and officers of the fact: Had a breeze sprung up the first officer, would have informed him in the middle watch. That was a standing order. He did not consider it was necessary to turn over his duties to the first officer when he hurt

Capt. Pybus.—When you found the ship could not stay and was beginning to wear did it not strike you as she was getting near land, to let go an anchor?-I felt confident she would go round and therefore did not let go an onchor. The first officer was clearing the anchors at the time. They are let go from the cockbill. Why did you tie the log book and chart around your body?-To keep them safe while was getting into the boat.

The log book was saved; how is it you did not save the chart?-I don't know how it got

You had it round your body; how is it that it got away?—It slipped out. When the capstan broke I cook it off while I went below to look for a ki ife to cut through the 3" line attached to the capstan and I laid the chart

Continuing, the witness said that the official logs and the chart were lost.

seplying to Capt, George, he said he had been in command of the ship for a little over six months, but he did not know the sailing qualities of the vessel in ballast trim. Asked what his reason was for standing so close into the land he said he thought there was plenty, of room to go about. The second officer had access to the charts whenever h wished to see them, and it was usual for th

offi ers to go into the cabin and look at them Capt. George asked the President to make special note of what had transpired in connection with the charts, for although it might not have a very great deal to do with the present case it would be of importance in connection with future cases.

By Mr. Wilkinson.-He had had long experience in sailing vessels.

Certificates were handed in to the Court. Mr. Wilkinson :- Cap:. Chamberlin, the sug estion was made that you were not perfectly sober at the time the ship left Hargkong. What have you to say to that? Witness .- deny it, sir.

Witness added that occasionally he took glass of whisky, but he could not drink much spirits as some years ago he was snowblind and

The Court adjourned. After the adjournment Charles Michell, ab! evening when witress and the mate were the seaman, of the Travancore, was called and only two on board, the vessel slipped off the stated that on leaving Hongkong on the 31st rocks, and he (the captain), immediately sent | May he went to the wheel at 5.35 a.m. and to the ship. In about an hour and a half the liar manner-not as he should do if sober crew came aboard, but by this time the ship When, leaving the harbour it was raining beavily; witness was relieved at the whee By the President: The vessel was affoat at 830 am. and about eleven o'clock "we

prentice Gordan" They called the attention of the chief officer to this and he observed-Mr. Hays objected; and witness did not

furnish the reply.

He proceeded to selate the circumstarces attending the departure of the ship from Hong-The President.-Would it not have been a kong and her subsequent voyage up. coast, and the ultimate stranding. sudden bump, her jibboom nearly touching the W.tness.-But the wind came in such a rush, | cliff. Witness afterwards proceeded to Hongkong and upon his return to the ship, on the Robert Cooke, the captain informed the master of the tog bont that he was too late as the bottom was out of the ship and her rudder After you got off you hoisted the blue was unshipped. Three of those on the Robert Cooks boarded the vessel, witness Would it not have been better to have sent | being the first to arrive on the deck as seeing you had the idea that the ship might slide off. one else to be the first on board! There officer of the Robert Cooks had told the master Yes, but not until after the ship got affoat. to put out a hawser, but witness was waiting There was a reasonable prospect of your getting | for orders from the captain of his own ship. off and because of that reason you set Witness proceeded to state what occurred up to the time that he left the ship.

I ask you, would it not have been better if you | captain was often found under the influence of had got them off previous to making the sail liquor; I have seen him often myself. When them there to work the sails?-It was such a | the influence of liquor, and all that morning he

. The President-How did you determine that fact?-- Hy his action. I can tell by a man's action in walking and by his talk. . .

Lieut. McCallum-You said you noticed the captain, on the morning of leaving Hongkong, was acting in a very peculiar manner?-Yes,

What do you mean by that?-He used to go and talk to the pilot and the pilot used to keep walking away from him, and when the pil-t told him anything he would not listen to him, I don't see how you can judge how he was acting in a peculiar manner?-I saw the capship accompanied by the first officer, while tain smoking a cigar and it kept dropping out of his mouth and he kept picking it up and By the President,-He remained as he con- getting the pilot to light it for him, and the sidered it his duty to do so so long as the vessel | pilot got so disgusted that he pulled out another

> By the President-It was a Chinese pilot. By Capt, Pybus :- It was raining slightly at laying on the poop rail for about an hour before

Continuing, he said he had hed no trouble with either the captain or the mate and had had no complaints made against him, He had never been under the influence of drink, either on duty or off duty and had never been in a police court in connection with a charge for drunkenness or in any other connection, Do you read the newspapers here, asked Mr. Wilkinson?-Sometimes, we get them sometimes once a week.

As a matter of fact you read the China Mail, did nt yeu?-I did that time. The day it was issued-Yes. In that case where it says about cowardice I could not be al'uded to there because I was not amongst the

men alluded to. It was af er reading that was it, that it occurred to you to make this charge?-Before

Why didnt you make it ?- Because the cap tain reckoned there was going to be an inquiry. During further questioning witness said that Mr. Purvis of the Dock Co. told him that he had got aboard of the Travancore first he would have claimed salvage. Case proceeding

#### ELEGRAMS. "HONGKONG TELEGRAPH

BERVICE. THE PEACE CONFERENCE.

DEPARTURE OF M. POKOTILOFF. From Our Own Correspondent.

Shanghai, 7th July,

12:50 p.m. M. l'okotiloss, the Russian Minister at l'eking, will leave Shanghai, n the 15th inst, for Washington where he is to be associated with the Russian Plenipotentiaries in the forthcoming Peace Conference.

> THE POOTUNG MURDER! PRISONERS COMMITTED FOR TRIAL

[From Our Own Correspondent.] Shanghai, 7th July

12.50 p m. Three Sikhs hav been committed for trial for the murder of the

Gurkha watchman near he Intorn tional Dock last month [The murder was committed on the 9th ult. According to the report of a Shanghai contemporary a member of the River Police while making his rounds that day on the river near

the International Dock on the Puotung side,

discovered a man's hand sticking out of the water. He made an attempt to pull the body out of the water, but was unable to do soowing to some heavy weight which kept it down. He then sent word to the Police Hulk reporting the matter and asking for help. Shortly afterwards a party was sent to the scene, but the body had disappeared. A search was instituted and grappling from brought into service. While the party were engaged in their gruesome quest they were informed by a native that soon after the constable had gone away for assistance, two Indians had waded out to the spot and moved the body further out in the river where the falling tide would not reveal its whereabouts. After a couple of hours dragging the body was located and brought to the surface and it was then found to be that of un Indian named Lashman Turpar, No. 1 watchman employed at the International Dock. It was completely nude and had a frightful gash on the top of the head besides two deep gashes. on the right temple. The body had been made fast to a massive iron moulding frame and had been twisted up and shoved through one of the openings and made fast by a long red turban which the dead man bad evidently been wearing when struck d wn. The rest of the boby had also been secured in t'e same manner, the turban being twisted about the nick and body to the iron frame. The right arm was tied but the head was loose and stuck above the water when the tide fell. The iron frame which was tied to the body extended from the neck of the deceased to his hips and struck out of both sides of the body and weighed above 150 pounds .... After, the murderers had committed the deed they had evidently carried the body as far as possible out into the river during low tide and then dropped it; but one of the arms becoming loose and protruding above water at the next low tide, revealed its whereabouts."

Deceased, who was a Gurkha, had been employed at the international Dock for some time part. He was a very steady man and very strict in regard to duty, and had recently been the means of a number of Indian watchmen being discharged for dereliction of duly, He lived in a small house with four other Indians over in Pootung and the last time he was seen alive was at 4 p.m. on the oth ult. No report of his disappearance had been made and the supposition was that the decased was killed during the Friday night by some of the men he had been instrumental in getting discharged.-Ed., H.K.T.]

THE PRESS-BOAT "CACILIE." REPORT OF LOSS UNCONFIRMED.

[From Our Oven Correspondent.]

Shanghai, 7th July, 10 15 a.m.

The eport of the loss of the German press-bont Cacilie (formerly the Wuchang) near Saghalien is not confirmed.

THE AMERICAN BOYCOTT. COMMENCEMENT POSTPONED.

[From Our Oron Correspondent.]

hanghai, 7th July, 10.15 a m.

The date of the continencement for the boycott of American goods and manufactures throughout China has been postponed four months.

#### SHIPPING AND MAILS

MAILS DUE Indian (Luis ing) 10th inst. American (Mongolia) 11th inst. French (Tonkin) 1 1th inst.

Australian (Chinglu) 13th inst. Canadian (Alhenian) 18th inst. American (China) 19th inst. The "Ben" Line s.s. Benlarig, from Antwerp

and London, left Singapore on 6th inst., a.m., for this port. The M. M. Co.'s s.s. Tonkin, with the next French Mail, will leave Saigon to morrow at 4 p m., for this port. The C. P. R. Co.'s s.s. Empress of China left Vancouver p.m.; on 3rd inst., for Hongkong

via the usual Ports of Call. The C. N. Co. s. s. Chingto from Aur. tralian Ports left Kobe via Kuchinotzu on 7th inst, and is due here on 1sth inst

#### TELEGRAMS.

[Reuter's.]

#### The Peace Negotiations.

London, 5th July. It is understood in St. Petersburg that the Government's note to President Roosevelt pointed out that the selection of Russia's representatives indicated the Tsar's sincere desire for a lasting peace.

The Russian proposal for an immediate armistice has been transmitted to Japan through Washington.

#### The Situation in Odessa.

The situation in Odessa is improving and many of the troops have left, though they are kept within easy reach.

#### Russia.

The Government works in Patiloff have joined the strike in St. Petersburg. General Roediger has been appointed suc-

#### The Third Test Match.

cessor to General Sakharoff.

The Third Test match has ended in a

#### Prince Arisugawa's visit to England.

Prince and Princess Arisugawa will leave England for Japan on the 11th instant, via Suez, by the North German Lloyd's steamer Preussen. Their Highnesses returned to London yesterday after a visit to Doncaster.

The Gordon-Bennett Motor Race. M. Thery, a Frenchman, the winner of the Gordon-Bennett motor race in 1904, is again the winner on the Auvergne course; two Italians came in second, and an Englishman third, the last was out-classed.

STILLS SMOKEN DISANCE.

CAPTAIN FINED.

This afternoon before Mr. F. A. Hazzland, the Captain of the s.s. Paul Be in was summoned for causing auisance by firing up and causing dense volumes of black smoke to exude from the funnel. The captain through his interpreter said he was not in Hongkong on the day in ... question; he was in Canton. That, for the moment, appeared to after the aspect of the case until inquiry elected the fact that by the 'expression "day in question" he meant the day the summons was served, whereupon His Worship pointed out that, in the case of ships, the law allowed the sumar mons to be served in the agents, and deemed that sufficient service.

Evidence was then led on behalf of the Sanitary I epartment that, on the 30th June last, cense black smoke was seen assuing from the funnel of the Paul Beau, from 5 43 to 552 pm.-nine minutes. Whereas the law only allowed its continuance for three minutes.

A representative of the Messageries Maritimes said that everything would in future be done to about this nuisance. His Worship hetween the various departments. These unsaid under those circumstances, as this vessel had never been summoned before, he would only inflict the minimum penalty of \$15. Sometime ago, he'ad led, he had had to fine ! the Charles Handouin, sist r boat to the Paul Reau, since when it had been, reported to him that there had been a great improvement in her in this way, by burning a better class of

#### THE VOLUNTEER RESERVE ASSOCIATION.

The King's Park Range, Kowloon, will be available for practice shooting from two o'clock to six o'clock-200 yards, on Sa urdays, 8th, 15th and 22nd July

Governor's Cup and China Mail Cup -Members may shoot on any of the above dates for the third month's competition for these trophies.

Pool.-A pool will be shot for on each of the above dates-fourteen rounds and two sighters in two series of seven rounds each.

SAPPER Henry Wells, was charged, at the instance of P. C. Mackay, with being noisy and disorderly, and interfering with the police, in Ship treet at half past twelve o'clock this morning. The constable said when on duty in Ship Street be found a drunken sailor sleeping on the side-walk and wha trying to rouse him up to get him to go on board his vessel, when disfendant came up and asked him what he was interfering with the sailor f r, saying he was defendant's friend and complainant had better leave him alone. Desendant persisted in interfering with complainant who was trying to rouse their sailor, and seeing some other sailors coming down the street fendant shouted to them. to come and help him. Complainant then blew his whistle, and constable ffynes came up and kept off the sailors while complainant arrested defendant and took him to No. 2 Station. To effect his arrest complainant was obliged to hit him in the jaw to quiet him. He added that defendant had often interfered in this way with the police in that locality, and was a great trouble to them.' Desendant sai the sailor was a friend of his and he did not see why he should be interfered with Complainant hit him in the jaw and knocked him down .- Complainant said he had to do that as defendant squared up to him in a fighting attitude, calling out to the other sailors to "come on, boys"-Defendant said he wanted to call some witnesses, he did not know their names, but they were sailors on the s.s. Empress of Japan. . His Worship remanded the case until Tuesday pext, an officer from defendant's regiment who was watching the case in Court, undertaking to produce the defendant before the Court on that date.

#### MACAO'S TROUBLES.

BAD LAWS REPEL CAPITAL'STS.

WHY THE COST OF LIVING HAS INCREASED. [Special to the " Hongkong Telegraph.']

As the result of the short-sighted system of administration under which the Portuguese colonies have been governed, or are governed, the progress of commercial and business enterprises has been checked and thwarted in every direction. Difficulties have been saised against the freedom of individual initiative with the natural consequence that the outlet for the employment of capital has been greatly restricted, to the disadvantage of the prosperity of the col nies. The laws and regulations which have, from time to time, been formulated by the Government and by those who are responsible for the management of the affairs of the colonies, instead of tending to foster and. and promote the freedom of commerce and the well-being of the inhabitants, have proved in practice to act as a drag on merchants and others engaged in industrial undertakings. Rather than inviting the investment of capital in the colonies these laws and regulations have had the effect of driving away those who have the best interests of the colonies at heart, and have had a particularly bad effect on the minds of laying out their capital in the country.

VEXATIOUS LAWS. The ever-re urring innovations in our laws promoted by the central Government have raised doubts and fears in the minds of those who seek to find an outlet for the investment of capital in these colonies, the result of which is evidenced in the rapid decrease in the number of merchants. Other causes which have combined to lead to this result have been the lack of initiative shown in the measures passed for the government of the colonies, the consequent decadence in commercial life, and the higher cost of living, etc., etc. Besides these new laws and regulations, there are other obstacles to a healthy prosperity, such as the 'delays in c rtain colonial departments in giving decisions on the petitions and memorials of capitalists

and land owners. A merchant who decides to submit a proposal to the Government for the establishing of a new industry, instead of receiving the prompt attention and assistance of the Government finds himself, oftener than not, confronted with a thousand and one obstacles, and is subjected to irritating conditions by the Government, which seeks to make a profit out of his enterprise in the first instance rather than encourage him is his venture. In fact, the methods of the Government are calculated to drive an industry away from the colony rather than to induce the promoter to remain and contribute to the colony's prosperity.

THE CIRCUMLOCUTION DEPARTMENT. If it should be the intention of any individus o erect new buildings or to reconstruct existing structures so that they may be brought into harmony with modern requirements although the idea would make no demand on the public Treasury, but rather contribute the amenities of the colony by increasing its attractions—there is no effort made by the Government to render, assistance or afford facilities in carrying out the planpetitioner finds innumerable difficulties every turn. He has to submit plans, which modifications are made, and must be remembered that these modifications invariably mean additional expense to the builder, and frequently entail an expenditure which he is either unable or unwilling to mour. Then new amendments are found necessary, and further consideration has to be given to the matter, and the result of it all is that the petitioner finds his plans hung up for mo the indefinitely while his scheme is involved in a veritable game of battledore and shuttlecock ending prograstinations prove a thorn in the flesh and a vexation to the spirit of the meckest people, and king before a definite result arrived at the pentioner is sick and fired of his briginal idea. In short, a proposal to improve the condition of property, to erect new buildlogs or to renovate old buildings is looked upon as a sort of unnecessary interference with the laws of nature, and the petitioner is regarded in the light of a troublesome creditor instead of a benefactor to the Oslony.

THE O'VERNMENT ND EXPROPRIATION. The height of the insensate and arbitrary system in force is best found in the Government's prefence that they are desirous of improving the natural beauties of the colony, or that they desire to take measures for the benefit of the publichealth. Then they call into force an expropriation law which applies to land situated within certain zones of the colony, so to speak. These so-called expropriations have in reality nothing for their object but the realisation of the idealistic views of those who may happen to be in power at the time, to the detriment of landed interests generally. A CHINESE PROPERTY OWNER'S EXPERIENCE.

A we'l-known Chinese property owner established in Macao made the choice of a site in the most populous district of the colony. He purchased within that area a building which had been standing for tens of years and aid \$10,000 for it. He spent on the property in repairs and renovations generally some \$2,000 more. After a few months, when he hadbrought his property into something like ship--hape condition he received a summons ordering him to appear before the Municipal Council. He complied with the notice that had been served upon him by appearing before that august body, carrying with him his title deeds for the property and the respective documents relating to the expenditure incurred in connection with same. His surprise can be better imagined than described when it is stated that at the inquiry which was supposed to have taken place, his documents-which were vital to any consideration of the questionwere never examined. He was merely told that the building must be subjected to a modification, and that a portion of the ground would be expropriated. In other words, the Municipal Council had decided that the property in its original quadrilateral form should be reduced to a triangular shape, a diagonal line culting through the land. And all the compensation that was offered to the owner was the paltry sum of \$6001

APPEAL ON APPEAL. If the owner desired to lodge any protest or appeal against the resumption of the land by the Municipal Council he would be compelled to submit plans, engage counsel to represent his case, apply to the tribunal of the Supreme Court for a hearing, pay the expenses connected with the stamping of the deeds and the cost of the proceedings—all in the vague hope that a decision satisfactory to himself might be arrived at. Then it is probable that after months of inordinate delays the result would be against him and he would have to appeal to a higher tribunal than that constituted in the colony, merely that he might get justice.

HOW TENANTS ARR SCARED AWAY. An owner of house property, whose houses [ (2) That the retail vendors will be charged | Taken unawares, they proved ready for any are rented out to tenants, also suffers by this with a higher tax. resumption policy. When such resumption or [ (3) That the inhabitants will have to pay a in all probability be recognised in the proper expropriation takes place he receives the most ! higher price for purk,

miserable compensation, which bears no ratio to the value of the land which has been so atlon, the inhabitants were left for over five expropriated. But should it happen that after days without any supply of pork, because the juguiry has been held on the proposal to resume | dealers asserted that it.was impossible for them the land by the Council it is determined not to lio pay a tax so greatly in excess of what they do so, the proprietor is still the loser, for pend- | had been in the habit of paying, and a tax ing the result of the inquiry his property has | which would mean the augmenting of the price been lying vacant, the tenant has been driven of pork even beyond the price charged for out of the premises. It is a dead loss to him ! fowls. for he receives no compensation. The house may have been empty for a considerable time owing to the action of the Council, but the proprietor, who is the individual most concerned, receives nothing-he has to grin and bear it in the best way he can. The reason for this is that whenever resumption of a property spoken of by the Government, the tenants invariably fight shy of the property in case they may find themselves turned into the street at any moment to search for another dwelling. And dwellings are not so easily secured at a moment's notice at the present time owing to the great demand for houses at reasonable

CAPITALISTS DRIVEN OUT. These resumptions have also a prejudicial effect on the revenue of the proprietors; the may exercise his prerogative by annulling an value of the property is a good as the results obnoxious decree which cannot do otherwise of the "scare", and the moneyed class are that force upon the impoverished inhabitants driven away from the colony. People with capital to spare do not care to risk their money in landed property investments which are subject to every whim and caprice of the understrappers of the Government. The result is that those who have considered the advisability of these capitalists are obliged, in common sense, to give preference to other places when they wish to invest their money. In foreign ports they find greater and better security for the employment of their surplus capital.

> As if these evils were not enough to stifle the commercial vitality and development of the colony, measures are devised from time to time with the object apparently of drying up the resources of the people. By these measures, the cost of living is increased, the price of the necessaries of life is raised all round and all because the methods of taxation adopted are not imposed in 'such a manner as to fall on articles which are best calculated to give satisfactory returns without unduly oppressing the people. Fach innovation is turn instead of tending to develop commerce and reward industry acts as a decided check on the growth of the colony. Those who are compelled to reside at Macao are laid under heavy burdens which seem to increase every day. It is for this and similar reasons that the cost of living in Macao daily becomes more

STRIKES FOMENTED.

One of the results of this condition of affairs is found in the strikes which occus at intervals. There have been strikes by the cargo-boatmen, by the pullers of 'rickshas, by the manufacturers of joss-sticks amongst the people employed in boat-building and bost-repairing, etc., and it all means that in the end the general public has to suffer. People have to pay more in order that the demands of employers and labourers may be satisfied. Hence the two industries which give employment to a large number of Chinese in the colony-boat-building and repairing and the manufacture of joss sticks—are now in parlous state and as a matter of fact are in imminent danger of disappearing altogether.

These unfortunate conditions which handicar and penalise the joss-stick industry and the boat-building trade will have a very prejudicia effect on trade. There is bound to be a diminu tion in the quantity of joss-sticks exported while the Chinese junks which have been the habit of coming to the port for repairs, etc, will be frightened away from Macao by the high rates charged for the work required to be done. They will find it to their advantage to go to the neighbouring island of Lappa.

LAPPA DENEFITS AT MACAO'S IXPANSE. Briefly, these measures of administration. or rather of mal-administration, all tend to benefit Lappa at the expense of Macao. "Ilen years ago, Lappa was merely ja smalivillage of comparatively no importance. it has become a little city of considerable commercial prosperity and it is a prospective rival of no mean power in the immediate vicinity of Macao, thanks to the short-sighted policy of an administration which penalises Portuguese subjects for the benefit of a foreign country.

A PLAUSIBLE DECREE. The Provincial Government, in view of these strikes, which prove conclusively the rise in the cost of living, should have been more prudent in promulgating new taxation; and should have even sought to diminish the taxes. fortunately they thought otherwise, as as evid ent by the latest system of taxation adopted with regard to the consumption of pork. The proclamation decreeing this new measure sounds very plausible at first sight. principal object of the Government, it alleged, is to protect the traffic in swine facilitating importation and exportation. by assisting in reducing the retail price of pork. Whoever reads this decree would be convinced that the Portuguese Government were sacrificing their own interest order that the trade and the well-being of the native population of Macao might be promoted But what a disparity there is between what one reads and what one knows to be the fact.

THE OFFICIAL WAY. According to the statistics that have been wathered through a reliable source, there are slaughtered each year in the municipal abattoir between 20,000 and 60,000 animals. Taking for our purpose the minimum figure, we find that the Government derive a revenue by the monopoly of \$28,000 annually, and the Municipality some \$3,000 or \$4.000, derived from taxes on licenses, etc. By the abolition of the monopoly the Government will receive \$30,000 annually and the Municipal Council \$10,000 at the very least. The pork dealers who are concerned in this tax are seriously prejudiced because, whereas they used to pay formerly 33 cents for each pig slaughtered, they have now to pay as much as \$1 per head. When it is remembered that the great bulk of the population—all the Chinese in fact-depend upon pork for their sustenance, and that it is they who will ultimately have to pay the increased cost of slaughtering the animals, the prejudicial effect which this new measure will have is clear to everybody. MISDIRECTED BENEVOLENCE

of pork; but it did not occur to them that the room like ships "on a wide wide sea," and a VENICE and TRIESTE, all MEDITERbusiness of importation and exportation was piece of what had once been fat careered along controlled by certain dealers and not by the. with a smoking centre like a torpedo-destroyer vendors, who will continue to place on the in a fog. The flames eventually gave way to market animals at prices which will suit the inevitable. The burning oil burnt itself out, [ them best. The pork dealers, whether they, and the thick greasy smell gradually wore away. like it or not, will have to buy the imported But it still lingers in the nostrils of those who animals from these merchants, since, being happened to be in the vicinity of the botel at men of small means, they cannot control | the time. It was suggested that the outbreak | THE Steamship the capital necessary to embark in the import | might be due to the closing, "by order of the | L trade, and are not in a position to compete Government," of the passage-way through the by the wholesale merchants. The inevitable consequence of this new system will be !

pality will derive an increased revenue.

As a protest against this new system of tax-

MEMORIAL DISREGARDED.

The pork dealers have submitted a memorial to the higher authorities of the colony, but the prayer of their petition was not heeded, because it was opposed to the principles of the Portuguese Government to reduce any taxation, in spile of the fact that such a reduction would tend to benefit the labouring and poorer classes and favour the increased consumption of pork. What the Government seeks to attain, is an increase in the public revenue, no matter at whose expense. That the public exchequer should be well provided with funds appears to be the sole ambition of the Government. But it is not too much to hope that H.E. Governor Montenegro, who is reputed, as having a very open mind in his deliberation of public affairs,

#### SIR PAUL CHATUR SUMMONED.

hardships which their small resources can ill

afford to endure.

Mr. J. Orange, of Messrs. Leigh and Orange, appeared before Mr. G N. Orme this morning, on behalf of Sir Paul Chater, in response to a summons issued at the instance of the Sanitary Board against the latter for maintaining a nuisance by allowing stagnant pools of water to remain on his land in Cadogan Road, Kennedy

Dr. Pearse, Medical Officer of Health, stated that the ground was very uneven and there were several pools of stagnant water on it, and no canals, or aqueducts, to carry it off.

Mr. Orange said he visited the scene this morning, and nowhere was there even so much as two inches of water, the ground presenting the usual appearance of a lawn after a heavy shower of rain. In places the ground was uneven, but that was caused by a number of boulders. There were no deep indents such as would form the bed for "pools". They had it, however, in contemplation to raise the land, (about 30,0 o square feet), some three feet above its present level, and the contract for this work has already been signed. This work was to have been started before, but in the pressure of work entailed upon him just previous to his recent temporary absence from the Colony, Mr. Orange had omitted to give orders to star It would take about three months to com

or. Orme made an order that the work of raising the land must be begun within a fortnight, and must be completed to the satisfaction of the Sanitary Department within three months

#### EIRE AT HONGKONG HOTEL. AN EXCITING SCENE.

An exciting scene occurred at the Hongkong Hotel on Wednesday afternoon when it was discovered that fire had broken out in the grillroom. It was between one and two o'clock. when tiffin was in full swing, that a strange and uncanny odour began to penetrate through the rooms of the Hotel and eventually found a lodgment in the dining room. One guest who had ordered a steak "well done" reckoned that the "boys" were attending to his wants at any rate. But as the odour increased the savoury smell of a well-done steak gradually merged into a medley of odours in which park and meat contested for first honnurs. The dinivg room became almost as noisome as a backyard Chinese kitchen in the purlieus of Bonham Strand. 'I he manager sniffed audibly, and to show that there was no bad feeling the tiffining crowd sniffed at the top of their soiffing capacities. It was a regular bean feast for a time. Then the odours became so promounced that it was evident the steaks were on fire. The manager dived to the grillroom and found a lively scene in progress. All the fatty drippings of past and gone steaks had accumulated in a little corner of the grill-room and a spark set the inflammable stuff in a blace. Every piece of steak, every lump of meat in the place was merrily hissing and spluttering in a way that would have charmthe heart of a cook on a frusty morning. Singed meat, burnt meat and blackened roast were all glowing in a sort of hallelujah chorus. The manager, and probably two or three assistants mounted the quarter-deck and sounded the call "Fire-brigade men to your stations." Instantly, all was order where confounded confusion had prevailed. They have a very fine brigade at the Hongkong Hotel. All the boys there are en-

couraged to practise billiards in their spare time sy that they may get a delicate touch on the se. When they pot the red they are symbolising the manner in which they are taught to get at the flaming spark should occasion mise. Centering the red is another name for getting at the seat of the fire. So when the call was made, "Fire-brigade men to your stations" all the boys quitted the billiard tables and rushed for the hose pipe. The gal lant captain in his hurry wanted to attach the nozzle to the gaspipe but was gently chided as an absent-minded beggar, and all was made secure and proper as i. should be. Meanwhile the steaks were still hobbling and spluttering on the grill, and a thick smoke came from the decidedly well-done meat. Not at all dismayed; the manager caught the hose by both hands. "Turn on the water," he cried, and the water was turned on. Three boys got it fair and square on the jaw and shut up for the rest of day. One brillians specimen of the hustler got it in the back of the neck and collapsed. Hy this time the chimney was on fire, or apparently so. Consequently having cleaned all or nearly all the fire brigade staff out of the grill-room by his weird manipulation of the hose, the juggler turned his attention to the steaks. They were soundly soused in fresh water "new-drawn frac the tap." The frizzling ceased, and two large chops were saved from the wreckage, and carefully placed on a shelf for future reference. The hose then had a go at the chimney and apparently tons of water were squirted on the flames. It was a The Government reckoned that by the abo- good thing that rain fell that day otherwise it lition of the monopoly, thereby making the ime | might have been considered necessary to limit partation and exportation of swine free, they, the public supply. All the burnt and blackened would be benefiting trade by reducing the price | chunks of meat were gaily floating around the

but obviously that is a bit far-fetched, credit is due the manager and the bold mem-( ) That the Government and the Munici- bers of his fire-brigade who proved their efficiency under such trying circumstances. and every emergency and their gallantry will

#### COMMERCIAL

Quotations for the week close as follows :--Hongkong Banks ... ... \$840 b. £87 National Banks ... ... 37 b. Union Insurances... ... 7co b. China Traders ... Canton Insurances ... 320 sa. & b. Hongkong Fires ... ... 3028 sa. H., C. & M. Steamboats Indo-Chinas ... ... 96 s. Douglases ... ... China Sugars... ... Docks ... ... ... 195 sa. Kowloon Wharfs ... ... 95 b. Hongkew Wharfs ... ... 1874 b. Hongkong Lands... Hongkong Hotels... ... ... 148.5. Humphreys Estates .... 12 sa. & s. Farnhams ... ... 141 Ewo Cottons ... Fenwicks 27 new issue Green Island Cements... 264's.

#### TO-DAY'S EXCHANGE ondon-Bank T.T. ..... te

America-Bank T.T. Germany -- Bank T.T. ............... 1.92 -dia T.T. 140 Do. demand ...... 140} .ihanghai-Bank T.T. ......71 Ruying. 5 months' sight L/C. .......... 1/10 15/16 3) dave sight San Francisco & New York 46 months' Gubt 30 days's ght Sydner and Melhoume 1/11 1/16 

THE WEATHER:

The following report is from Mr. F. G. Figg. First Assistant of the Hongkong Observatory :-On the 7th at 1'1.55 a. Barometric changes are unimportant

Gradients continue slight, and high to moderate SE, and S winds may be expected in the Formosa Channel and the N. part of the China

Forecast:-Light to moderate SE, winds

#### To-day's Advertisements.

HONGKONG HOTEL.

-MENU. -SATURDAY, JULY 8TH, 1905.

> DINNER. Soup.

Mock Turile.

Fish. Fish a la Creole.

Entrees. Cutlets a la Jardiniere. Jugged Hare and Current Jelly.

Mouglas Patties. CURRY. Nepaul Curry,

JOINTS, &c. Roast Australian Beef

 Roast Capon and Sausage. Hoiled Corned Ox Tongue and Carrots. Pate de Foie Gras en Aspic and Cucumber and Onion Salad.

SWEETS. Corn Flour Pudding. Ratafia Ice Gream and Genoa Cake. Peach Tart. Tipsy Cake:

> DESSERT. Fruits. Coffee.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS..

FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS. THE Steamship

"GLENLOGAN,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 14th instant will be subject to rent.

No Fire Insurance has been effected. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised,

McGREGOR BROS. & GOW, Hongkong, 7th July, 1905. NAVIGAZIONE GENERALE ITALIANA. (Florio and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG. laving connection with Company's Mail

Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA,

RANEAN, ADRIATIC, LEVANTINE. and SOUTH AMERICAN PORTS up to CALLAO. Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, Also BARCE. LONA, VALENZA, ALICANTE, ALMERIA and MALAGA).

against the virtual monopoly which is enjoyed Hotel from Des Voeux Road to Queen's Road, | Capt. Cogliolo, will be despatched as above. on TUESDAY, the 11th instant, at Noon. At BOMBAY, the Steamer is discharging in VICTORIA DOCK For further Particulars regarding Freight

> CARLOWITZ & Co., Agests

and Passage, apply to

#### Intimations.

# ROBINSON PIANO COMPANY, LD.

THE PUBLIC MAY RELY IMPLICITLY ON GETTING

FROM US

# PIANOS

#### HIGHEST CLASS

EMBODYING THE VERY BEST MUSICAL AND WEARING

QUALITIES,

#### MODERATE PRICES

OUR CLIENTS HAVE THE ADVANTAGE OF OUR

30 YEARS' EXPERIENCE AS

## EXPERTS,

#### DEVOTED **EXCLUSIVELY**

TO THE PIANO TRADE.

WE ARE BY FAR THE

LARGEST IMPORTERS

AND

#### MANUFACTURERS

IN CHINA, AND STOCK THE GREATEST VARIETY

\_Hongkoog, 8th June, 1905

THE

CHARGES FOR DRESS-MAKING

BLOUSES

From \$3.50 each.

SKIRTS

From \$4.50 each.

## PERFECT GUARANTEED

# APPOINTMENT STRICTLY

OBSERVED.

Our Goods have now been greatly reduced in Prices, and are Cheaper, quality for quality, than can be obtained anywhere in this Colony.

HATS of every description kept in Stock, from \$1.00 upwards, and Made to Order at London Retail Prices.

M. GAINS,

Manageress.

TELEPHONE No. 635. Hongkong, 3rd July, 1903.

[724]

### Shipping—Steamers.

OUEAN STEAMSHIP CO., LD. CHINA MUTUAL STEAM NAV. CO., LD.

JUINT SERVICES.

TURTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

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GLA	SGOW	and	LIVER	POOL	********	" MACHAON		4th ,,
GLA	SGOW	and	LIVER	POOL	**********	"ORESTES"		5th ,,
GLA	SGOW	and	LIVER	POOL	********	"ULYSSESS		gth n
GLA	SGOW	and	LIVER	POOL	**********	"ODPACK"		9th n
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					L'POOL	" TELEMAC!	HUS "	20th

#### \* Taking Cargo for Liverpool at London Rates. TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH-THE NORTHERN PACIFIC RAILROAD CO.

LONDON, AMSTERDAM & ANTWERP "AJAX "...... ist August.

\*GENOA, MARSEILLES & L'POOL "STENTOR " ......20th

LONDON, AMSTERDAM & ANTWERP "PAKLING"......28th

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

	EAST	WARD.	1	
F	OR	STEAMERS.	4. 14	TO TAIL
VICTORIA, SEAT	TLE, TACOMA, and OAST PORTS, wid	"KEEMUN"	·	17th July.
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TACOMA, SEATT PACIFIC COAST	LE, VICTORIA and	"TELEMACHUS	3 °	rsth July.
For 1	Freight, apply to			
•		BUTTERF	IELD & 8	WIRE, _
1 0			AGENTS.	
Hongkong, 7th J	uly, 1905 '		1	, [X

#### CHINA NAVIGATION CO. I IMITED.

FOR	STEAMERS.	TO SAIL	
SHANGHAI	"SHAOHSING" "SUNGKIANG" * "TEAN" *	10th July. 11th 11	•
WIN, THURSDAY ISLAND, COOK-(	" CHINGTU " * ‡	13th 10	
BANE, SYDNEY and MELBOURNE) CEBU and ILOILO	"KAIFONG" * "TAIYUAN"	14th 19	,

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

I Taking Cargo on through Bitls of Lading to all Yangtsze and Northern China Ports.

1 Taking Cargo and Passengers at through Rates for all New Zealand and other Australian

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Hongkong, 6th July, 1905

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Highest Class, newest, fastest and most luxurious Steamers etween Hongkong and Manila.-Salvon amidships-Electric Light-Perfect Cuisine-Surgeon and Stewardess carried. -All the most up-to-date arrangements for comfort of

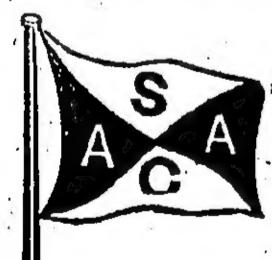
#### MANILA CHINA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO		R. Rodger A. H. Notley	*	SATURDAY, 8th July, at Noon. SATURDAY, 15th July, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 30th June, 1905.



STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL. (With Liberty to Call at the Malabar Coast). Steamship About 'INDRAWADI".....31st July.

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BOO' CHEONG,

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TIAS, always on hand all varieties of Stationery, Printing and Note Papers, Copying Presses, also Automatic Cyclostyle and Ellams Duplicator. Hongkong, 23rd February, 1905

TSANG FOO & CO., COAL MERCHANTS AND STEVEDORES.

48, DES VOIUX ROAD.

C HIPS Coaled from alongside at the shortest notice, and with all possible despatch. Prices Moderate. Telephone No. 329. Hongkong, 1st October, 1904.

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TRIPS TO CANTON'AND MACAO. THE Yuk On Company's Splendid Steamer

"YING KING," 1,088 tons, Registered. Captain E. J. Page, will leave Hongkong for Canton every MONDAY, WEDNESDAY days at 8.30 A.M. Departs from Macao on Week returning to Hongkong every TUESDAY, if tide permits.

THURSDAY and SATURDAY, about 5 P.M. FARES:—Week Days, 1st Class, including On SUNDAYS she make an EXCURSION TRIP to MACAO, leaving Hongkong at 8.30 A.M., and returning from Macao about

7.30 P.M. The "YING KING" is especially fitted for these runs, is the newest, fastest and most luxuriously furnished steamer on the line and Breakfast, Tiffin and Dinner can be supplied is lighted throughout with Electricity, also hot and cold water is supplied.

First Class single journey to Canton ...\$3.00 fig Macao 1.00 First class single journey with Cabin 2.00 to Macao 2.00 single

Third ... Wine and Spirit of the best brand are used. The wharf in Hongkong is at the West end

of Wing Lok Street. The wharf in Macao is the same as the Western end of Wing Lok Street. S.S. Perseverance. For further information, apply to the Office of: YUK ON S. S. Co., LD.,

Messrs. WENDT & Co., Canton Agents. S. A. NORONHA, Macao Agent. Hongkong, 17th May, 1905.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons . Captain "KWONG CHOW"... 1,309... J. P. MARTIN. "KWONG TUNG" ... 1,238 ... H. W. WALKER. Captain McArthur, will be despatched for the Leave Hongkong for Canton at o every evening (Saturday'excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted). Accommodation for First Class Passengers and sions, Ice, etc., throughout the voyage. are lit throughout by Electricity. Electric Faus in First Class Cabins.

Passage Fare-Single Journey ... 54 The Company's Wharf is a short distance. West of the Harbour Master's Office, \_ SHIU ON S.S. CO., LD., and YUEN ON S.S. CO., LD., No. 8, Queen's Road West.

Hongkong, 16th June, 1905.

# HONGKONG-MACAO LINE.

S.S. "WING CHAL" Captain T. Austin, R.M.R.

"HIS Steamer departs from Hongkong on Week Days, at 7.30 A.M. and on Sun-

FARES:-Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; and Class, \$1; 3rd Class, 50 cents. Every Sunday will be an Excursion, at the following rates :- 1st and and Class, Single

Breakfast, Tiffin and Dinner can be supplied either on Board, or at the Macao Hotel, for returning passengers only, at an extra charge

On Sundays, passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$5

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed ...... Bo Cents. to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given Breakfast, Tiffin or Dinner &r each only, by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Stea nor's wharf at Hongkong is at the MING ON & Co.,

2nd Floor, No. 16, Victoria Street. Hongkong, 13th June, 1905. No. 216, Wing Lok Street, Hongkong EASTERN AND AUSTRALIAN STEAM-SHIP COMPANY, LIMITED,

FOR SYDNEY AND MELBOURNE, (Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

· "AUSTRALIAN," above Ports, on WEDNESDAY, the 12th July,

THE Steamship

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Cham-These Fine New Steamers have unexcelled ber, which ensures the supply of Fresh Provi-This Steamer is installed throughout with he Electric Light.

> A duly qualified Surgeon and Stewardess are N.B.-To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms. For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents, Hongkong, 16th June, 1905.

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED BAILINGS FROM HONGKONG,—SUBJECT TO ALTERATION).

S'GAPORE, S'RABAYA & SAMARANG. ONSANG .......SATURDAY, 8th July, 3 P.M. SHANGHAI......KWONGSANG | TUESDAY, 11th July, 3 P.M. TIENTSIN ........WOSANG ......MONDAY, 17th June, 3 P.M.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtere Ports. \* These Steamers have superior accommodation for First-class Passengers, and are fitted | send in their Bills of Lading for Countersignathroughout with Electric Light.

For Freight or Passage, apply to

Hongkong, 7th July, 1905.

JARDINE, MATHESON & CO., General Managers.

PORTLAND &

## ASIATIC STEAMSHIP CO. PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND

SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA

#### PORTLAND, OREGON, OPERATING IN CONNECTION WITH

### THE ORECON RAILBOAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at	Daylight or
"NICOMEDIA"		, Wagner	July 8	th. roos
"NUMANTIA"	4,370	Brehmer	Tulv 16	ith
"ARABIA"	4,483	Metzeathin	August 6	ith.
"ARAGONIA"	5,198	Schuldt		ith.
Through Bills of La	ding issued to F	aclfic Coast Points at	ad all Bastern, C	inadian and

nited States Points. For through rates of Freight and further information, communicate with or apply to ALLAN CAMERON, General Agent

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA. HE Company's Steamship

"TONKIN! Captain Charbonnel, will be despatched for the above Ports, on or about TUESDAY, the 11th For Freight or Passage, apply to

G. DE CHAMPEAUX, Hongkong, 4th July, 1905.

FOR SINGAPORE, PENANG AND CALCUTTA. THE Steamship

"LIGHTNING." Captain J. G. Spence, will be despatched for the above Ports, on TUESDAY, the 11th Instant, at Noon.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents. Hongkong, 6th July, 1905.

THE AMERICAN & ORIENTAL LINE. FOR NEW YORK AND BOSTON. (With Liberty to Call at the Malabar Coast), HE Steamship

"AFRICAN PRINCE,"

Captain MacFarlane, will be despatched for the above Ports on or about WEDNESDAY. the 12th July, For Freight, apply to ARNHOLD, KARBERG & Co., Hongkong, 28th June, 1905,

#### REGULAR STEAMSHIP SERVICE TO HEW YORK. PIA PORTS AND SUEZ CANAL,

(With Liberty to Call at Malabar Coast). PROPOSED SAILINGS PRIM HONGKAN. Stermship ST. HUGO" ..... 4th August, 1905. SHIMOSA" .....to follow. For Freight and norther luturmation, appl DEDEKTIL'S Te. TIMITED.

Agents. Hangkone, 30th June, 1005

# Dotel.

## OCCIDENTAL HOTEL.

[715 EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS, TO ORDER IN

EVERY ROOM EUROPEAN MANAGEMENT,

ELGIN ROAD, KOWLOON. Hougkong, 19th May, 1904,

#### Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

JAPAN,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo :-From London, &c., ex S.S. Egypt. Optional Goods will be landed here unless instructions are given to the contrary before

Noon, TO-DAY, Goods not cleared by the 12th instant, al P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever, Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an

appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No Claims will be admitted after the Goods

have left the Godowns. L. S. LEWIS,

Acting Superintendent,

NOTICE TO CONSIGNEES.

Hongkong, 6th July, 1905

THE P. & O. S. N. Co.'s Steamer

"PESHAWUR," FROM ANTWERP, LONDON, MALTA PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY.

Goods not cleared by the 11th instant, at P.M., will be subject to rent. No Fire Insurance will be effected by me in

any case whatever. Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour,

All claims must be presunted within ten days of the steamer's arrival here after which date they cannot be recognised. No claims will be admitted after the Couls

have left the Godowns. L. S. I.EWIS. Act og Superintendent.

Hoogkeng, 4th July, 1905. PORTLAND AND ASIATIC STEAMSHIP

COMPANY. NOTICE TO CONSIGNEES.

S.S. "NICOMEDIA," FROM PORTLAND (OR.), YOKOHAMA KOBE AND MOJI.

THE above steamer having arrived, Con-1 signees of Cargo are hereby requested to ture and to take immediate delivery of their goods from alongside

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense. · No Fire Insurance will be effected by us in any case whatever,

ALLAN CAMERON. General Agent Hongkong, 5th July, 1905.

AMERICAN AND ORIENTAL LINE. NOTICE TO CONSIGNEES,

S.S. "AFGHAN PRINCE," FROM NEW YORK. CONSIGNEES of cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited,

whence and/or from the wharves delivery may be obtained. No claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 6th July, will be subject

All Claims against the Steamer must be presented to the Undersigned on or before the 8th July, or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be

examined on the 6th July, at 3 P.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by

ARNHOLD KARBERG & Co., Agents. Hongkong, 30th June, 1905.

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE

NOTICE TO CONSIGNERS. THE Steamship "

"SCHARNHORST" having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception, of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained. Optional Cargo will be forwarded unless'

notice to the contrary be given before 8 A.M., TO-MORROW. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th instant will be

subject to rent. All broken, chased, and damaged Goods are to be left in the Godowns, where they will be examined on M. NDAY, the 10th instant, at 9.30 A.M.

All Claims must reach us before the 15th instant, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the

Undersigned. NORUDEUTSCHER LLOYD, MELCHERS & Co.,

Agents. Hongkong, 4th July, 1905.

#### Consignees.

"SHIRE" LINE OF STEAMERS

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDON AND STRAITS.

THE Steamship

"DENBIGHSHIRE, Captain, W.-A. Evans, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees'

risk and expense. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subect to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the rath inst., at 2,30 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co.,

: Hongkong, 6th July, 1903. FROM HAMBURG, BREMEN, ROTTER-

DAM, ANTWERP, PENANG

AND SINGAPORE. THE H. A. L. Steamship

"SPEZIA," Captain Ehlers, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to

take immediate delivery of their goods from alonguide. Optional Cargo will be forwarded unless notice to the contrary be given before TO.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consigness' risk and expense.

All Claims must be presented within ten days, of the steamer's arrival here after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th instant will be

subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be mamined on the 12th instant, at 3 P.M.

No Fire Insurance has been effected, HAMBURG-AMERIKA LINIE Hongkong Office. Hongkong, 6th July, 1904.

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED. FROM RANGOON AND STRAITS.

THE Company's Steamship

"PALAMCOTTA," baving arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge or remaining

on board after 12 o'clock, Noon, the 4th inst, will be landed at Consignees' risk and expense, No Fire Insurance will be offected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co.,

Agents. Hongkong, 3rd July 1905.

QUEER EVIDENCES OF LOVE. Mme, Myriain Harry, the Parisian novelist, who has travelled about the world a good deal, tells the public what evidences of affection; are prized by men and women in different countries. In Jerusalem she once met a young

Amb woman who had a tooth left in her head. Mme. Harry's native servant said; "I ucky woman; her husband knocked all her teeth out. He does love her!" In Cochin China Mme. Harry was told that there a husband was not believed to love his wife properly until he had made a present to her of a coffin. In Galicia, among the sect of Masochists, a man values his wife's affection by the degree of suffering which she causes him to endure. Mme. Harry there once heard a hetrothed youth say to his affianced bride " If you really loved me you would consent' to bind me and flog me with this whip."

ground that " he does not love her soulfull." PERSECUTION OF THE JEWS

At Stockholm one of Mme. Harry's friends

is now suing her husband for divorce on the

Berlin, May 12. A telegram to the Local Anneiger from St. Petersburg says :- "Terrible details of the persecution of the Jews arriving from the

IN RUSSIA.

interior of Russia." Besides the awful accounts of Jewbaiting at Znitomir, still worse doings are reported from the Government of Taurids, especially in Melitopol, where the Russian inhabitants bave deliberately plundered Jews and carried off spoil unmolested. Whole streets were completely demolished, and the houses were then flooded with petroleum and set alight. Forty-two shops and ware-houses containing goods of the value of £50,000 were absolutely gutted. In the streets themselves regular battles were fought by bands of factory workers : and peasants armed with hatchets and crow-bars. They paraded the town yelling "Death to the Jews,' and only a very energetic stand made by some of the citizens saved the sypagogues from destruction. The police repeatedly prevented efforts being made to extinguish fire at houses belonging to the Jows, and gave the latter no protection whatever; Order was ultimately restored by the Vice-Governor with the help of the military, .... No information respecting the number of victims has been received.

The lewith Chronicis makes the falling and nouncement :-"We are imformed on very high authority

London, May 13,

hat important developments may be enticipated in the situation of the Jews in Russia. Acco ding to our informant, a measure is more than under consideration! which will give unnoped-for relief to the Jews. "Absolute freedom of movement and residence will be granted to them in all the cities and towns of Fussia, but not in the villages, as the authorities are unwilling to run the risk of a repetition of Kishineff. The murder of Jews, we are told, causes the Government more anxiety-because of the reprobation the crime arouses in Europe—than that of

persons of other nationalities," in the sales and the

Contributes the following article on the social had religious questions which have recently to general prosperity, has enabled the spinning seen agitating the Parsi community :---

The internal affair of a small section of the dian population are not necessarily a matter Much general interest, but the case is altered when that section is in the vanguard of the army of c vilisation and progress.

About two years ago the marriage of one of their number to a European lady gave rise to a discussion among the Parsis of Bombay of the question of admission of proselytes to their ancient creed Committees were appointed to investigate the matter, and a few weeks ago a public meeting was convened by the Parsi Panchayat to decide what was to be done. How fir that meeting was representative of the general feeling of the whole community is a subject which at once evoked a somewhat heated contioversy in the Bombay Press It is hardly possible to doubt that some influential members of the race are not prepared to accept synhout demur the sules formulated by the assembly. The first resolution passed by it proclaimed that, "looking" to the present religious and social condition of the Parsi community . . . it is inexpedient to admit professors of other religious into Z roastrianism, because it would militate against the original unity and ancient traditions of the community, and be injurious to their interests." Further resolutions aimed at the ex Jusion from the Zoroastrian fold of those of other religious who pretend to have obtained admission; and at the prevention of mixed marriages, by rigorously excluding children born of them in future. These are matters which mainly concern the 'arsis alone, but it is impossible to avoid remarking that the policy, whether or not it is generally accepted by the rest of the community, it is curiously reactionary one to-emanate from a people who have shown so much enterprise and enlightenment, who have eagerly assimilated Western education and progress, and have distinguished themselves by a philanthropy extended far beyond the limits of their own ranks. Of the races which have entered India, no other has ever attempted to set up so solid a wall round its 'social and religious camp. The Brahman, ever seeking to bring under his own influence the aboriginal rices, has not he itated, in order to obtain his end, to adapt his dogma to local circumstances or superstitions. Proselytism, by force, if necessary, was of the essense of Islam, and modern Christianity equally seeks to extend its limits, though the British Governmatters. The Parsis alone have set their faces sternly against the spread of that religion of which they are the sole surviving representatives, and against the mingling of their blood with that of strangers of every class.

A SOCIAL AND RELIGIOUS RING. Amongst people who have little acquaintance with India it seems to be believed that the Parsi is of the same class as the Hindus and Mahomedans forming the great majority of the populations of the continent. It would be about equally true to as ert that a Hunga ian gipsy represented the nations and races of a prope. It is nearly twelve centuries since the survivors of Zbroaster's di ciples sought refuge on the. coasts of Western India from the storm of persecution which burst upon them with the Arab conquest of their native Persia. In their new home they found peace. When the wave of Mahomedan conquest spread over India the were far removed from the first fury of its break, and were doubtless confused by the new invaders with the general infidel population, whose forcible conversion en masse was hardly dreamed of by the most bigoted zealots. Of the position of the Parsis in India one of their number writes that they, "up till very recently under the British were neglected and despised by the Mahomedans and Hindus, and none of these ever cared to be admitted into their faith." What can didates there were, were not rejected, fo the writer proceeds to describe secret conversion of them to Brahmani, who were welcomed and admitted to high rank in the Zornaytrian priesthood. Whether from necessity or from inclination, the Parsi of 20th century is almost as much a foreigner to the great mass of the Indian population as was his predecessor of the eighth. He is separated from it by a line of demarcation far sharper than that which divides the Aryan from the aboriginal, or even the Mahomedan from the Hindu. His ties to it are merely such as are based on long residence association; and a common Asiatic origin. With the exception of a few thousands in Persia, and the merchants who have drifted from India to China and other countries, the whole Parsi community is to be found in India. Of the 94,000 in India, all but 7,000 inhabit the Bombay Presidency and the included or adjoining Native States. Nearly half of the whole number are residents in the City of Bombay, where they form about 6 per cent, of the population. In the decision of the l'arsis to enclose them: selves in a social and religious ring fence,

some critics see with regret a commencement of the decline of the race. The Parsis have of late years shown an increasing tendency to desert the country and to flock to the great It is said that they already exhibit some signs, of physical deterioration which increase with long residence crowded cities, and be expedited intermarriage of the families of the better classes. So gloomy a view of their future it. seems scarcely necessary to accept, and it must be remembered that for 1,200 years the community has survived, and maintained its vigour. with very little help from the infusion of fresh blood. In any case, one can hardly avoid sympathising with the sentiment that, if the race is doomed it ought to go down under the flag of its ancient unity and traditions. What. K. Blessing, Leidecker, H. Price, M. Schwartz, to A.M. ever may be the eventual fate of the Parsis. they have glready played a 'arge and beneficent part in the modern development of India, of Rombay especially, and in the advance of their own prosperity, which is such that the pauper and the criminal are equally rare. Their rich men have worthily employed their superfluity of wealth in the erection and endowment of hospitals, charitable institutions, schools, research institutes, and in the alleviation of distress in every form amongst all classes. To them the British Government is specially indebted for the example of confidence in it which they have set to the country of their adoption. The professions of medicine and the law have been adorned by many eminent Parsis, and it must not be forgotten that one of them represents a London constituency in the House of Commons.

INFLUENCE OF PARSI WOMEN.

With the trade of India Parsi prosperity is inseparably connected, with no branch of it more than the cotton spinning and weaving industry of Bombay. Almost simultaneously with the Parsi Panchayat assembly, the Bomhay Millowners Association held its annual meeting, at which the Parsi interest was very largely represented. For some years past the Bombay mills have suffered from depressed trade, which, within the last few months, has at last given place to a more hopeful outlook.

and cloths in the manufacture of which Bombay can compete successfully with Manchester, combined with the increased consumption in India, which manufact ters frankly attribute and weaving mills to dispose of their productions for a year ahead. The prospects have been improved by the return of cotton to nor-'mal prices after the inflation of last year. The excellent prospects of the immediate future are, however, clouded by various problems which may again produce a reaction. The fluctuations in Chinese exchanges, due to many causes, render trade with that country more or less of a gamble. A Parsi speaker laid much stress on the labour difficulties caused by the ravages of plague, on the necessity of concerted policy in all the mills in regard to the hours of labour, and on the great rise in price of some of the mills shares, which was not warranted by the instability of present prospects. In nothing are t'e Parsis more clearly? separated from the bulk of the Indian races than in the position and influence of their w men. There is no seclusion behind the "purdah" for the Parsi lady, who is allowed practi-

coloured, but always tasteful dress makes a charming patch of colour even in the brightness of a cloudless atmosphere and in streets whose distinguishing characteristic is variety. Want of female education, due to popular indifference and social customs, is the reproachof India generally, but it is certainly not so Oanfa, Br. s.s., 5,676, T. Bartlett, 4th July,with the Parsis. Nor is the influence of the Parsi lady confined; as is the case amongst Hindus and Mahamedans, to the limits of the lomestic circle. The man which reports the meeting on the subject of proselytism brings also | Stentor, Br. s s., 4,308, B. Lewis, 5th July,a full report of an assembly of the influential Indian ladies of Bombay, called together to dis- Taiyuan, Br. s.s., 1,459, L. Dawson, 26th June, cuss the arrangements for welcoming the Princess of Wales, when she visits Bombay next autumn. Though Parsi names are not the only | Tean, Br. s.s., 1,346, W. B. Brown, 6th July,ones in the attendance roll, they predominate, and the course of the discussion shows how Telemachus, Br. s.s., 1,300, J. Williamson, 5th capable these ladies are of dealing with matters

cally as much freedom of coming and going as

her European sister and whose brilliantly-

# zemundan.

much with their women as with their men.

organisations the women vie with the men in

the part they play, and their philanthropy is

equally extended to others as well as to their

the most interesting and enterprising of Asiatic

races, their claim to the distinction rests as

Ischie, Ital. s.s., 2,781, C. Andrew, 6th July,-Singapore 30th June, Gen.-C. & Co. ment holds alonf from all interference in such | Fri. Nor. s.s., 860, N. G. Andersen, 6th July, -Haiphong 4th July, Gen.-Augustd, Thoresen & Co.

Newby Hall, Br. s.s., 2,840, V. Buck, 6th July, -Barry 26th May, Coal.-Order. Baron Fairlie, Br. s.s., 2,223, J. 1. Ull strom, 6th July,-Calcutta 19th June, Coal.-Order. Palermo, Br. s.s., 4.908, E. G. andrews, 7th July,-Yokohama 20th June, Gen.-P. &

Glenlogan, Br. s.s., 3.740, '. McGregor, 7th July,-London and Siggapore 1st July, Gen -McG. Bros. & Gow. Holstein, Cer. s s., 985, A. Niejahn zeh July,-

Haiphong 2nd July, Rice.- J. & Co. Hong Wan I, Br. s.s., 2,060, J. Slaker, 7th July,-Penang 28th June, and Singapore tst July, Gen .- Joo Teck Seng.

Clearances at the Harbour Office. Kohnichang, for Hoihow.

Louise Roth, f r Newcastle. Madeleine Rickmers, for Swatow. Yuenjang, for Manila. Peshawur, for Shanghai.

Japan, for Shanghai. Haimun, for Switow. Bucentour, for Yokohama. Kohsichung, for Bangkok Peshawur, for Shanghai, &c. Shuntung, for Singapore. Yuensang, for Manile. Spisia, for Yokohama, Yushun, for Shanghai. Amara, for Shanghai

nese.

Per Fri, from Haiphony-Mons. Niviere, Andriot and Fichard. Per Hangwan /, fr.m Singapore-784 Chi-

#### Passengers departed.

Per Siberia, for San Francisco-Messrs. W. S. Prindle, A. S. Anderson, Rev. and Mrs. W. M. Campbell and infant, Mrs. W. H. Campkin and infant, Messr., Ira Loomis, Edward Cook, . J. Peterson, Miss Mary Peterson, Messrs: Wm. Stewart, Anthony Brogan, Vrs. M. Tag- | 9th July, 9 A.M. gart, Messrs. K. F. Ripmann, Powel Grant, Dr. J. Smith, Messrs. Tom Wing, Wong: Teen Mun, F. P. Bonham, and Mrs. C. M. Herdegan. For China and Japan Ports-Mr. R. J. Tobin, 11th July, to A.M. Mrs. Hong Quon, 3 children and infant, Mrs. Tong Liang Chow and native servant, Mrs. M. I. White and amah, Mr. J. W. Bolles, Lt. C. Hughes, Messrs. Paul G. Wooley, J. J. Connell, Edw. wen, T. F. Hough, T. W. Cl rke, Chas. Roth, Mrs. v. Forrest, Messrs. W. H. Campkin, Ny Shin Kun and native servant, Cheong um Fu and native servant, W. A. Stopani, E. S. Joseph, Frank Turner, G. H. Potts, Mrs. W. Burdette, and Mr. T. / rima,

Per Darmstadt, for Singapore-Miss M. E. 3 P.M. Geary, Mrs. Ritchie, Messrs. Inderson, Lim-Kock Keng, Fung Chi Toi, Po Kin Un, Greenwell, Chua Giang Wie, and Mr. and Mrs. Adair. For Naples-Messrs. F. B. Doherty, H. R. Ireland, J. H. Villenems, and Mr. and Mrs. H. A. Wood. For Genoa-Messrs. H. Humphreys, E. F. O'Brien, H. R. Hawkes, K. Wegener, W. W. Krater, Frederich, Mrs. M. Kelly, Mrs. B. I. Adams, Miss V. . Ibert, Mr. and Mrs. A. C. Lutz, and Miss F. Vorgt. For Gibraltar-Messrs. H. E. Laughlin, H. L. Bekjord and J. Fornar. For Antwerp-Mr. J. J. Ernster. For London-Mesers. M. Donato, Anderson, 1. Laughley, R. Forsyth, N. Petersen, A. Petersen, H. Still, R. Hagmann, J. Sayles, K. Lindenboff, B. Bance and A. Blomberg. For Bramen-Mr. Kiehn.

Shipping Report. Str. Baroi Fairlie from Calcutta:-Fresh monsoon SW, in Bay of Bengal, also in China

.Str. Glenlogan from Singapore :- Light monsoon, becoming unsettled towards Hongkong with frequent thunder squalls.

Str. Hong Wan I from Penang:-Moderate to fresh monsoon winds and sea, and fine weather to the vicinity of the islands, and from thence to port heavy squalls, and variable

#### Vessels in Port.

Adato, Br. s.r., 2,145, R. Stewart, 4th July,-Moji 27th June, Coal.-Order. Aldershot, Br. s.s., 1,354, Adam, 5th July,-Canton 5th July, Gan. -- D. & Co., Ld.

STEAMER.

reviving demand in the Far East for the yarns I Andree Rickmers, Ger. s.s., 1,020, 11, Köhn, 5th July,-Bangkok 29th June, Rice.-M.

> Chowtal, Ger. s.s., 1,115, H. Textor, 5th July, -Bangkok 29th June, Rice.-B. & S. Denbighahire, Br. s.s., 2,242, W. A. Evans, 6th July,-London and Singapore 29th June, Gen.—S., T. & Co. Empress of Japan, Br. s.s., 3,039, Henry Pybus, R.N.R., 4th July,-Vancouver 12th

June, and Shanghai tat July, Mails and Gen.-C. P. R. Co. Germania, Ger. s.s., 1,715, T. Peterson, 5th July.—Hoihow 4th July, Rice.—J. & Co. Hailan. Fr. s.s., 377, L. Andersen, 6th July,-Pakhoi and Hoihow 5th July, Gen.-A. R

Haitan, Br. s.s., 1,183, J. S. Roach, 6th July,-Fouchow 3rd July, Amoy 4th, and Swatow

5th, Gen. - D., L. & Co. Lightning, Br. s.s., 2,122, J. G. Spence, 3rd July,-Calcutta 17th June, Penang and Singapore 28th, Gen .- D., S. & Co., Ld. Louise Roth, Br. s.s., 2,296, J. J. Thompson, 29th June,-Newcastle, N.S.W. 8th May, Coal.-Order.

fadeleine Rickmers, Ger. Ls., 1,458, Simonsen, 1st July,-Bangkok 21st June, Rice. icomedia, Br. s.s., 4,379, A. Wagner, 5th

July,-Portland, Or. 20th May, Gen.-P. & A. S. Co. lordpol, Nor. s.s., 2,428, Stoltz, 23rd June,-Kelung (Formosa) 21st June, Geni-S., T.

Shanghai 1st July, Gen.-B. & S. Onsang, Br. s.s., 1,787. J. T. Davies, 28th June, -Pekalongan 20th June, Sugar.-J., M. &

Singapore 30th June, Gen.—B. & S. -Australia via Ports and Manila 24th June, Gen .-- B. & S. Manila 3rd July, Gen.-B. & S.

July, -Saigon 1st July, Gen. -Order. of business and public interest. In charitable Zafiro, Br. s.s., 1,618, R. Rodger, 3rd July,-Manila 1st July, Gen.—S., T. & Co.

SAILING VESSELS. ewn community. If the Parsis are amongst Combribarrk, Br. 4-masted ship, 2,151, George, and June,-Cardiff and Jan., Coal.-Government.

#### Stoumers Expected.

Nessels.	From	Agents	Due	
Arcadia	Singapore.	H. A. L	July	8
Laisang	. Singapore.	J., M. & Co	July	10
Keemun				10
Tonkin				11
Mazagon		1		11
Mongolia				11
Tjilatjap				11
Benlarig	Singapore .	G. L. & Co	July	12
Chingtu				13
Athenian'	Vancouver.	C. P. R. Co	July	18
China	Japan	P. M. Co	July	19
Ras Dara '	New York.	S , T. & Co	Aug.	21

Hongkong & Whampon Dock Returns. Travancore ...... Humber ..... Taiyuan .....

#### Ships Passed The Canal. Outward-14th June-Austria, Benlarig,

Den of Crombie. 17th June-Liberta, Tonkin, Hudoon, Keemun, Fengtien, Patroclus, Grafton, Vordande. 21st June-Southgrove. 24th Jung Tydeus, Benvenue, Malacca, Pak Ling. 27th June-Benledi, Diomed. 30th June-Wiftekind, Achilles, Agincourt. 4th July-Poona, Benalder, Sydney, Pyrrhus, Atholl, Stuttgart, Eornexchange, Korana, Oceano, Rhenania. Homeward-14th June-Lowther Castle. 24th June-Indrami. 27th June-Dardanus. 30th June-Lacries. 4th July-Bayern, Seyo-

Arrivals at Bome-14th June-Kaisow. 17th June-Agumemnoa. 21st June-Preutsen. 24th June - Artemisia, Teenkai, 27th June-Jason, Pera, 30th June-Schuylkill, Trieste, Ernest Simons, Slavonia. 4th July-Room, Nassovia

Mail will close for ! -

Manila-Per Zafiro, 8 h July, 11 A.M. Heilo-Per Dott, 8th July, 11 A.M. Macao-Per Heungshan, 8th July, 12.15 P.M. Singapore, Sourabaya and Samarang-Per Onsang, 8th July, 2 P.M. Keelung, Kobe, Yokohama and Portland, Or.

-Per Nicomedia, 8th July, 4 P.M. Amoy-Per Hongwan I, 8th July, 4 P.M. Haiphong-Per Fri, 8th July, 5 P.M. Swatow, Amoy and Foochow-Per Haitan,

Macao-Per Heungshan, 10th July, 1.15 P.M. Shanghai-Per Shaohsing, 10th July, 3 P.M. Singapore, Penang and Bombay-Per Ischia, Singapore, Batavia, Samarang, Sourabaya and Macassar-Per Tjimahi, 11th July, to A.M. Singapore, Penang and Calcutta -- l'er

Lightning, 11th July, 10 A w. meneng, de, india, vin Thinney Per Oce inlen, 11th July, 11 A.M. Macao-Per Reungshan, 11th July, 1.15 P.M. Shanghai - Per Kwongsang, 11th July, 2 P.M. Manila-Per Tean, 11th July, 3 P.M.

Cebu and Iloilo-Per Sungklang, 11th July, Keelung, Moji, Kobe, Yokohama, Victoria. B.C., and Tacoma, Wash.—Per Pleiades, 12th

July, 10 A.M. Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth-Per Australian, 12th July,

Shanghai, Nagasaki, Kobe, Yokobama. Victoria and Vancouver, B.C.-Per Empress of Japan, 12th July, II A.M. Manila, Port Darwin, Zamboanga, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth-Per Chingiu,

Cenn and Iloilo-Per Kaifong, 14th July. Kobe -Per Talyuan, 15th July, 3 P.M. Shanghai, Moli, Kobe and Yokohama-Per

13th July, 3 P.M.

Tillatiap, 17th July, 11 A.M. Tientsin-Per Wosang, 17th July, 2 P.M. Shanghai, Moji, Kobe, Yokohama, Victoria, (B.C.) and Tacoma, Wash .- Per Shawmut, 20th July, 11 A.M. Shanghai, Nagasaki, Kobe, Yokohama. Victoria and Vancouver, B.C .- Per Empress of

China, 2nd Aug., 11 A.M. Mails for Canton, Samshui, Wuchow and Macao will be closed on week days at 7.30 every morning. On Sundays the mail for Macao will be closed at 8 a.m., and that for Canton at q a.m. Mails for Namtao, Sanbue, Kongmoon

Kumchuk, Samshui, Wuchow and Canton every evening at 5 p.m. On Sundays the mails will be closed at 9 a.m. No mail will be closed for Canton on Saturday evening.

				n. Programme	111	71		1		
VINITORS AT	THE HOTELS.	PR	AK,	CHINA COART	MRTI	KOKOL	លាពេ	CAL	HRO	187 % 0
		Aucott, E. F.	July 6th, 1905, a m.							
Hono	KONG.	Beattie, A.	Louder, Mr.		2.3	1447.09			Win	- <b></b>
Albertz, K.	Lewis, L. S.	Beattie, M. P.	Macdonald, Mr.		H I			1	· · · · · · · · · · · · · · · · · · ·	u **,
Andruss, C. J.	Luckie, A. R.	Bornand, Mr. and Mrs.	Moice, Mr. and Mrs. G.	Vladivostock.	7 a.m.			· .		
Andruss, Mrs. C. J.	Luttringhaus, P.	Boyd, Capt. and Mrs.		emuro		,	-			_
Baker, A. S.	Macdonald, D.	1 7 1	Moxon, Mr. and Mrs.	· lakodate				] -	-  -	
Berryhill, Dr. T. A.	Mackay, C. H.	Clothier, A. N.	Herbert	nkio	`•1		7			<b>- </b> -
Bingham, Mr. & Mrs.		Cocks, Mr. & Mrs. A.E.	Muelle, E.	Sochi	* * *	-	-			
J. E. and child		Darling, Col.	Ollis, F. B.	Jagasaki				-	_	_ =
•	Marriott, Dr. O.		O'Neil, J. L. Hugh	Kayoshima						
Birbeck, R. J.	Matsda, K.	Edwards, Mr. and Mrs.		Vaha	•			_		
Bissell, W. S.	Meikle, Mr. and Mrs.	Gales, Capt. Hallingworth, Mr. and	Paxton, Capt. H. W.	lihigakijir 1	4 "		<b></b> -	— Ì⊹	_ l_	
Bisney, S.	E.	Mrs.	Piggott, Mr. and Mrs.	Pilhoku		29.87			- 10	- le
Blair, D. K.	Merlees, Mrs. P. N.	Harker, B. Brotherton	Pollock, R.C., Mr.	Taichu		29.85		<del>'-</del> ,	- 10	) <u> —</u>
Brighton, F. G.	Miller, P. L.	Hassan, Mr. and Mrs.	Reigfe, Dr. and Mrs.	Tainan		29 87			5E 2	2   <sub>2</sub>
Broughall, L.	Moon, Mr. & Mrs. E. M.	Haynes, Col.	Sawer, Capt, and Mrs.	Koshun		20.86		1	NE	<u> </u>
Carter, W. L.	Moore, Dr. W. B. A.	Hazeland, F. A.	Sinelair, A.	l'escadores	* .	29.84			S	<u>-</u>
Chalmers, Dr.	Morrison, Mrs.	Helsgaun, A.	Stadt, Mr. and Mrs.	Weihaiwei		29.81 29.86		~	E   I	[ ] C
Chambers, Mr. & Mrs	Muller, Dr. F.	Hett, Mr. and Mrs.	Van de Stokes, Mr.	Gutzlaff Sharp Peak		29.85	_		S	by S
н. к.	Murray, E. H.	F. Taget Hindekofet, Mr. & Mrs.		Amoy	6.10 4.	20.84	78	οί	W	i b
Clark, Hon, Dr. Francis		Hudig, D.	Uffel, W. von	Swatow	9 n.m.	20.71	70	95 H		b
Clark, T.	Newington, A. G.	Jeffries, H. U.	Vandin, Gordon	Cinton		-		-1	-  -	
Clegg, R.M., Eng. Lt. and Mrs. H. I.	Oliffe, C. C.	Johnson, Rev.	Vereker, Capt. and	Hongkong		29,84	83		BBE	0
Cunningham, G.	Pan, Mr. and Mrs. F.	loseph, Mr. and Mrs.	Mrs.	Victoria Paak	1 ,,			1	ISE	
Davies, F. O.	N. Le	Kaye, Major and Mrs.	White, Dr. and Mrs.		• ••	29.82	-		SE I	
Deacon, F. B.	Parfitt, W.	Kelsall, Major & Mrs.	м. ј.	Macao Haiphong	#1 #1:	29.59	~			
Doolittle, F. H.	Peake, W.			Manila	• •	_			_  .	
Douglas, Capt. & Mrs. J.		Occid	ENTAL.	Bacolod	9 a.m.			-		ol c
Downing, Mr. and Mrs.	Rew, C. H.	Alford, J. R.	Lindenburg, W.	ilo lo		29.83	83	— N	INB	1 0
T. C. Ermerins, V. A.	Roach, Mrs. J. S. and	1	Lowe, Mr. and Mrs.	Cebu			86	<del>-</del> -	B 2	2 b
Eymael, A.	child	Biermans, Dr. J.	Lowe, Miss Siesie	C. St. James.	loa.m	· -		<del></del>	-  -	
Fletcher, H.	Rochet, L.	Brunco, Dr. F.	Majer, Capt. and Mrs.		uly 7th		100	, ' Di		
Frost, B. L.	Rosell, Mr. & Mrs. A.	Chandler, Lieut, (Army			usy /ii	i rani	,	, ,		₹
Glover, C.	Scott, A. O.	Educ " Dept"	Muller, P.	Vladivostock.	7 a.m.		_	_	_  -	_  _
Grant, A. W.	Skinn, A. J.	Fisher, R.	Munro, Miss J.	Vemuro	C.	1 .1			<u> </u>	
Grone, Dr. and Mrs. F.	Skott, C.	Frank, C. Gerth, M.	Offieldt, D. Ohme, A.	Hakodate		-	_]		-  -	
Hall, Capt. 7. Hagedorn, F. C.	Snewin, E. A. Soper, C. H.	Hals, G. L.	Owen, O. E.	Tokio				-1	<u> </u>	-
Agedom, Mrs.	Speelman, M.	Harms, F.	Paldtmann, Capt. H.	Kochi		🕶	-			-
Hanron, J.	Stanley, H. H.	Heimreick, H.	Pmann, R.	Nagasaki			-	- 1	-  -	-
Harding, R.	Stein, A. L.	Hollinger, Dr. F.	Rasmusten, M.	Kagoshima	i			<u> </u>	_  -	T  —
Haslett, H. J.	Stewart, W. M.	lensen, H.	Rose, Mr. and Mrs. G.	Oshima ' Naha	11		$\equiv 1$			
	Swindells, Dr. Edgar	Johnson, R. C.	H. and 2 children	lshigakijima	1. "	_	_	-   .		
_ `	Thompson, M. L.	Keyt, Dr. H.	Schmidt, Dr. H.	Taihoku	5 a.m.	29.88			S i	2
Innes, Capt. R.	Thornborrow, J.	Kober, Dr. G. Kock, H.	Vojacek, R. Warns, C. A.	Taichu	11	29 79			- 6	5 —
Kempí, H. H. Kerr, F.	Trimnell, W. D. Unbehaun, C. H.	Krill, G.	Wayanke, A.	Tainan	•)	29.87	- -		<b></b> .   0	o) —
	Vickers, R. C.	Leonhardt, Dr. M. A.	Ysenschumised, A.	Koshun	ii	20.87		<b>-</b>	-	이 —
	Wales, H. H.			Pescadores Weihaiwei	0.4	29.86		<del></del>	SE	<b>4</b>   —
Laing, A. H.	Ward, J. C.	Venue	201	Gutzlaff	9 8.111	29.82 29.88	82	<u>~</u>  .	E	C
Laing, Dr.	Watkins, Miss E.	Kowi		Sharp Peak	7	29.82	82	8,	9 1	2 Cm
Large, H. J. C.	Williams, I. V.		Price, Capt. and Mrs.	Amoy	6.30 a.	20.87	7B	01 V	vsw i	il h
Lewis, A. R.	Wright, Mr. and Mrs.	Pinkers and child	O. L.	Swatow	9 a.m.		_].	_ `		
		Hall, J. S.	Tenkate, Mr. and Mrs.	Canton			<u> </u>		-	-}
CRAIGH		Juland, H. R.	Villenenor, J. H.	Hongkong		29.86	79	91	E 1	r ođ
Barnett, H. J. O.	Russell, Mrs.			Victoria Peak			7	<b>-</b>	S	5 -
Dann, G. H.	Smith, E. Grant		fulu 4 as Tulu 4 as	Gap Rock	\ 91	29.84 29.66	g. 1		SE	3
Gaskell, Mr. and Mrs.	Smith, Mr. and Mrs.		July 6 at July 6 at	Haiphong	**	-9.00	<u>~</u>		SR I	0
Gibbons, J. B. Kapteyn, B. D.	Smith, H. Percy		10 s.m. 4 p.m. '	Manila	11	29.84	84	77   1	vew :	7
	Webb, Mr. and Mrs.	Harometer	29.84 29.79	Bacolod	9 a.m.				8W	C
Marchant, Capt. and	Montague	Temperature	· ·	Itoilo	11	29.85	83	N	INE	Ь
Mrs. and children	Wilson, Dr. Newell	Demidity		Cebu	- C: 11	<b></b>	85	•	N	I C
McPherson, J. L.	Young, J. Ashton	The state of the s		C. St. James.	loam.		-		<u>-</u>  -	-  ∸
Nicholls, E. A.		Rainfall		T				1	- •	'

NAME.	CLASS	Tons.	GUNS.	1.H.P.	CAPTAIN,	LAST REPORTED A
Alacrity	despatch-vessel	1,700	4	3,000	Commander Harbord	Weihaiwei
Andromeda	cruiser, the class	11,000	10	16,500	Captain R. Nelson Om Think	
Λπμα ' κ'	torpedo boat destroyer	550	6	7,000	Lieut. Commander R. Hadisalon	
Astraea	cruiser, 2nd class	4,360	10	7,000	Captain Lionel G. Tulnell	Shanghai
Bonaventure	cruiser, and class	4,360	10	7,000	Captain H. H. Torlesse	
Cadmus		1,070	0	1,400	Commander II. du C. Luard	
Cherub	water tank and tug	390	6	100	Commander H. D. Wilkin, p.s.o	Hongkong
Clio		1,070	16	1,400 ·	Captain H. W. Savory	
Diadem 😘 👑	torpedo boat destroyer	11,000	6	10,500	Tiant Commondes L. E. Cultura	Hongkong
Dee	tornado boot destroyer	_	1 4	7,000	The state of the state of	
Erne in	torpedo boat destroyer	:550 560	6	7,000		
Ettrick	ternado bont destroyes	-	. 4	7,000 7,000	Commander A. F. Everett	
Exe	tomado host destroyer	550	6		1 . T. 1	
fante	battleship, 1st class	306	16	5,700	Captain Hon. Stopford	
Glory *	tornedo hoot destroyer	12,050	6	4,000	LieutCommander J. May	
landy	tara da bast delusion	275	. 6	4,000	LieutCommander Richards	Weihalwei Hongkong
lart , Iecla	special service torpedo-v	6,400	_	2,400	Contain P P D Charleson	***-**-
Ť	Tilerikan mas alama	12,000	1.14	21,000	Captain Shortland	Weihaiwei
nogue	antiger and place	3,600	8	7,000	Captain William B. Fawckner	Singapore
phigenia tchen	V A	550	6	7,000	LieutCommander C. Seymour	Weihaiwei
	tornado kont destroyer	280	1 6	3,900	LieutCommander W. H. Darwall	Hongkong
P!1	river gunboat	85	4	1,200	LieutCommander E. V. F. R. Dugmore	
# - astron	river cushant	180.	1 2	800	LieutCommander F. B. Noble	West River
Ster	tornado kost dartenuse	350	6.1	6,300	LieutCommander J, Kiddle ,	777.11
Rumbler		835	6	650	Commander C. E. Monro	
Robin	river gunboat	835 85	2	240	LieutCommander Robert E. Vaughan.	West River
Sandpiper		85	2	240	LieutCommander H. T. Atlay	West River
Strius	cruiser, and class	3,600	8	7,000	Captain C. H. H. Moore	
nipe		85	2	240	LieutCommander Davidson ,,, ,,,	
laku	Y	250	6	6,500	In reserve	Hongkong
Sutlej		12,000	14	21,000	Captain W. L. Grant	Hongkone
Camar	1	4,650	6	-	Commodore Dicken	Hongkong
Ceal		180	2.	800	LieutCommander E. Secretan	Yangtsze
Virago	l . Y	355	6	6,300	LieutCommander Gregory	Weihaiwei
Waterwitch	surveying ship	620	4	450	Commander R. W. Glennie	Surveying
Whiting	torpedo boat destroyer	360	6	5,900	LieutCommander C. E. L. Thomas	Weihaiwei
Woodcock	river gunboat	150	2	550	LieutCommanderHugh Somerville	Yangts:e
Woodlark		∛ I <b>\$</b> 0	2	550	LieutCommander Jno. F. Knox	Yangtsia
	_	_				•
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i.	le '		- I		•	

#### FRENCH MEN-OF-WAR ON THE CHINA STATION.

NAME.	FLAG AND DESCRIPTION.	Tons.	GUNS.	н. Р.	COMMANDING OFFICERS. LAST REPORTED	D 47
Achéron Argus	armoured gunboat		. 10	1,700 500	Lieut. Ferret Saigon Lieut. Jeannel Canton	
Avalanche	1 , " - "		5	150	Haiphong	14
Bajonnette	river gunboat '	—·		150	Saigon'	
Caronade	1	) <del></del>		150	Lieut. Hue Saigon	11 ,
Casse-têle	river gunboat	140	5	. 120	Salgon 1990	• •
Comète	gunboat	525	4	- 438	Lieut. Merveilleux dn Vignaux Gulf of Siam	٠.,
D'Assas	armoured cruiser	4,000	:31	9,500	Captain Allaire Baie d'Along	14
Décidés	gunboat	645	10	1,000	Lieutenant L'Eost Haiphong	10
Descartes	cruiser	3,985	14	5,500	Commander Amet Bale d'Along	
Estoc	river gunboat	303	-	_ ·	Lieut, Mère Haiphong	
Francisque	destroyer	303	7	6,300	Liaut, Cotoni Haiphong	
Fronde		350	-	303	Lieut Jehenne Haiphong	
Guichen †	protected cruiser	] _ <del></del>	<b>∤</b> —	] 1	Baie d'Along	1
Gneydon		9,376	.7	20,200	Capt. Ridoux Baie d'Along	
Henri Rivière	river gunboat	_	-		Lieut Portier Haiphong	
Jacquin	river gunboat	200	6	308	Lieut. Corlouer Haiphong	
Jayeline	destroyer	307	-	300	Commander Sagot-Duvauroux Haiphong	
Kersaint in	Cruisor	1,250	7	2,200	Commander Simon Salgon	
Lynx	sub-marine	i —			Armbruster Saigon	.,
Montcalm*	armoured cruiser	9,700	,ta	10,600	Capt. Duval Bais d'Along	4 -
Mousquet	destroyer	307	7	6,300	Lieut, Prat Baie d'Along	
Olty	HILLAND ANNIN BANK		-	Color and Color	Lieut. Greilier Chungking	14
Peiho	gunboat			<b>→</b> 2	Lieut, Lavissière ,,, ,,, Tought	n 3
Pistolet	destroyer	307	7	6,500	Lieut de Reinach-Werth Baie d'Along	* *
Protée	sub-maring	<i>y</i> —	_	- 01110	Lieut, Glorieux Saigon	١, ٠,٠
Redoutable	battleship, reserve	9.437	8	6,071	Commodre C. P. M. Poidloffe Balgon	
Babre	deciment.	_		- 1,1	Lieut, Leball Halphong	
Styx		1,796	10	1,700	Capt, Dupriez Saigon	
Sully	1 avecadeswites	10,014	38	20,000	Capt. Guiberteau Baie d'Along	
Surprise		620	2	900	Lieut, Roque Bale d'Along	*
Takiang	river gunboat		10000	<del>ए</del> 14.	Upper Yanote	4
Takou		250	6	10.7	Capt. Terquem, Saigon	- C T
Vauban ,,		6,150	23	4,560	HOBERT IN THE PROPERTY OF THE	
l lliaileate	river gunboat		7	500	Lieut Brugnon Nanningfu	٠
	Beer fa to and partie	17.5		March Seller		AS.

\*Flagship of Vice-Admiral Bayle, Commander-in-Chiel † Flagship of Rear-Admiral de Fauque de Jonquières, Second-in-Command,

#### Mails. MESSAGERIES MARITIMES FRENCH MAIL STEAMERS. STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, SHOP, No. 14, QUEEN'S ROAD, CENTRAL. MARSEILLES, LONDON, HAVRE, BORDEAUX, CENTRAL. Second Floor, Nos. 12 and 14, QUEEN'S ROAD, CENTRAL. MEDITERRANEAN AND BLACK SEA PORTS. The S.S. "OCEANIEN," Captain Couret, will be despatched for MAR-SEILLES on TUESDAY, the 11th July at I P.M. SEMI-DETACHED VILLAS, Two, in Garden Road, near the Ferry, with Fine Bright and Airy Rooms. Gas and ELECTRIC BELLS laid on. Commanding fine view of the Passage tickets and through Bills of Lading issued for above ports. Cargo also booked for principal places in Harbour. Next sailings will be as follows :--S.S. TOURANE.....25th July. S.S. TONKIN..... 8th August. S.S. ARMAND BEIIIC ... 22nd August. G. DE CHAMPEAUX, Agent. Hongkong, 27th June, 1905. THE PENINSULAR AND ORIENTAL STRAM NAVIGATION COMPANY. STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA. ADEN, EGYPT, MEDITERRANEAN present in occupation of the Steam . Laundry Co., Ltd. PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, " PERSIAN GULF, CONTINENTAL, AMERI-CAN and SOUTH AFRICAN PORTS.)

To Let.

WITH IMMEDIATE POSSESSION.

LOREST LODGE," Caine Road.

First Floor, No. 12, QUEEN'S ROAD,

ODOWN No. 3, NEW PRAYA, Kennedy Town.

THE HONGKONG, LAND INVEST-

MENT & AGENCY CO., LD.

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

BUILDING at CAUSEWAY BAY, at

FLATS in MORETON TERRACE, facing

OFFICES in course of erection, CON-

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

PORTLAND CEMENT.

\$2.70 per Bag 250 lbs. net ex Factory.

TUBORG BEER.

FIRST Class PILSENER BEER guaranteed free from Salicylic Acid,

PRICE \$10.50 per case of 48 bottles (quarts)

Special Prices for Quantities.

Hongkong, 10th January, 1903.

Hougkong, 7th March, 1905.

and any other Chemicals.

NAUGHT ROAD (DEAR BLAKE PIER).

Hongkong, 4th May, 1905.

Hongkong, 8th June, 1905.

Hongkong, 5th June, 1905.

Hongkong, 27th June, 1905.

Hongkong, 4th May, 1905.

No. 1, RIPON TERRACE.

GODOWNS: PRAYA EAST.

Hingking, 30th. March, 1905.

Polo Ground.

Apply to-

Apply to-

HE Steamship Captain C. D. Goldsmith, R.N.R., Carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 15th July, at Noon, taking Passengers and Cargo tor the above Ports in connection with the Company's S.S. Marmora, 10,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hobgkong.

and Tea for Loudon (under arrangement) will GREEN ISLAND CEMENT-COMPANY, be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo to: London, &c., will be conveyed from Bomoas by the R.M.S. Arabia, due in London on the 27th August. Parcels will be received at this Office until 4 \$4.50 per Cask 375 lbs. net ex Factory.

P.M. the day before suiling. The Contents and Value or all Packages are required. For further Particulars, apply to L. S. LEWIS,

Acting superintengent. Honekong, 4th July, 1905.

### NORTHERN PACIFIC LINE. BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA,

MOJI, KOBE AND YOKOHAMA. Sailing. Captain. Steamer. Tons. Pleiades 1 ... 3,753 F.G. Purington At. July 12
Shawmul ... 9,606 E. V. Roberts "July 20
Tremont..... 9,606 T. W. Garlick... "Aug. 8

Cargo only. CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS. The twin-screw s.s. Shawmut and Tremont

are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness; at sea. Electric fan in each room: Barber's shop and steam-laundry. Cargo carried in cold storage.

For further Information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings. Hongkong, 26th June, 1905

ESTABLISHED 1859.



Hongkong, 16th November, 1904

ACCESSORIES. AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.
Hoogkong, 16th May, 1905. SHARE QUOTATIONS.

TO LET.  IMMEDIATE POSSESSION.				HAR					
CO LANA	Supplied by Messra. BENJA	NO. OF	12. 1		POSITION AS DE	later alterations	given under "Commercial Intelligence," pa	AFROXIMATE	
ST LODGE," Caine Road.	51OCKS.	SHARES.	VALUE	PAID UP.	RPSERVE.	AT WORKING	LAST DIVIDEND.	PRESENT OUOTATION,	QUOTATIONS
H. N. MODY.	BANKS.  Hongkong & Shanghai Banking Corporation	Fe,000	\$125	\$125	\$8,000,000}	\$1,493,408	Div. of £1.10/- and bonus of £1 @ ex-}  change 1/11 9/16=\$25.46 for second	ıl y	<b>\$830</b> ;
TO LET.	National Bank of China, Limited	99,925	£7	Ls.	\$250,000	\$41,768	\$2 (London 3/6) for 1903	. 5 <del>1</del> %	London £87
14, QUEEN'S ROAD, CEN- No. 12, QUEEN'S ROAD,	MARINE INSURANCES.  Zanton Insurance Office, Limited	000001	\$250	\$50	\$1,400,000}	\$150,494	\$17 for 1903		
er, Nos. 12 and 14, QUEEN'S	Apron manages control				\$950,000		3,713,143	5 t X	\$320 buyers
TRAL.	China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$151,992 ( \$362,166 ( \$371,445 )	Nit.	\$41 for year ended 30.4.1904	6 %	\$74 sales
translugged traiger	North China Insurance Company, Limited	10,000	LIS	L5	Tis. 800,000	Tis. 217,119	Interim of 7/6 1904	·`8 %	Tis. 82 buyers
TO LET. [639	Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$172,749	\$2,078,097	\$35 for 1903	5 %	S700 buyers
ACHED VILLAS, Two, in Road, near the Ferry, with Fine					\$846,773				
y Rooms. Gas and Electric Commanding fine view of the	Yangtsze Insurance Association, Limited	8,000	\$100	\$60	\$37,794 } \$1,000,000 } \$218,093 }	\$486,284	S12 and \$3 special dividend for 1903	81 %	\$1721
nts very moderate.	China Fire Insurance Company, Limited	20,000 8,000	\$100	\$10 \$50	\$2,241	\$329,047 \$360,372	\$6 dividend & \$1 bonus for 1903		\$B7 sellers
No. 5, D'Aguilar Street,	SHIPPING, TUG AND CARGO BOATS. China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000	\$8,832	\$1 for 1904	41 %	\$302 t
The off SK Miles David Maulean I	Douglas Steamship Company, Limited	10,000	\$50	<b>5</b> 50	\$85,439 \$250,000 }	Nil.	\$2 for year ended 30,6,1904		<b>\$</b> 36
, waren	Hongkong, Canton & Macao Steamboat Co., Ld	80,000	\$15	\$15.	\$158,444	\$26,160	\$1 for second half-year 1904	91 %	\$27
	Indo-China Steam Navigation Company, Limited	60,000	£10	Lio	£100,000}	£5,853	10/- for 1903 @ 1/10 5/16==\$5.378		\$96 buyers
NGKONG, LAND INVEST-	Shanghai Tug and Lighter Company; Limited	100,000	" 15. 50	Tle, 50	Tis. 25,000	Tls. 43,762	{Tis. 21 final making Tis. 41 for 1904} Tis. 11 final making Tis. 31 for 1904} Interim of 1/- (Coupon No. 5) for 1904	7 %	Tis, or sales 22/- seliers
th June, 1905. [692]	"Star" Ferry Company, Limited	10,000	\$10 \$10	\$10	\$65,000		{\$1.80} for year ending 30.4.1905		\$35 sellera \$27 sellera
KNUTSFORD TERRACE	Straits Steamship Company, Limited	5,000	100	\$100	\$ 31,075 \$ 31,075 \$ 130,153	\$21,231	\$10 for 1904	7 %	\$142
Kowloon.	Taku Tug and Lighter Company, I imited	30,000	7.715.50	T.Tis. 50	"le 126 0003	Tls. 6,190	Final of Tls. 14 making Tls. 34 for 1904	11.2	Tls. 30
T & AGENCY CO., LD.	China Sugar Refining Company, Limited	20,000 7,000	100 5100	Stoa Stoa	\$450,00a none	\$42,812 1)r. \$85,987	Final of \$15 making \$20 or 1904	2111	S213 sellers S31 sellers
th May, 1905. [537	Perak Sugar Cultivation Company, Limited MINING. Chinese Engineering and Mining Company, Ld	7,000	TIS. 50	115, 50	TIS. 100,000	Tls. 1,635	Tis. 24 for year ending 30 9.04	31 %	Tis. 71 sales Tis. 71 ex d v. 1
NG at CAUSEWAY BAY, at	Oriental Consolidated Mining Company, Limited  Raub Australian Gold Mining Company, Limited	50,000	G \$10	G. \$10 18/10	140,000 none	£7,820 G \$672,093	Interim of 1/- (No. 4)	51 %	£3 17/6
ld.	Société Française des Charbonnages du Tonkin	50,000	£1 Frs. 250	£1 Fcs. 250	{Fcs. 251,337}	Dr. £4,029	Final of Fcs. 25 making Fcs. 55 for 1903		\$490
MORETON TERRACE, facing	Farnham, (S. C.) Boyd & Co., Limited	55,200	Tis. 100	Tls. 100	Tis. 1,000,000	Fcs. 85,706 Tls. 34,924	Final of Tls. 8 making I's. 13 for 1904/5	91 %	Tis, 140 buyers
in course of erection, CON-	Handlenn & Kanleen Wharland Godown Co. Ld.	6,000	\$25	\$25	\$70,000 \$58,473 \$10,000	18,577	. 53.75 for 1904	114 %	5331 595 buyers
S: PRAVA EAST.	Hongkong & Kowloon Wharf and Godown, Co., Ld. Hongkong and Whampoa Dock Company, Ld.	40,000	Sto Sto	\$50	\$300,000	\$29,422	Final of \$2\frac{1}{2} making \$5 for 1904	51 %	
NGKONG LAND INVEST-	Howarth Erskine, Limited	12,000	\$100	\$100	\$69,000	\$498,289	Sto div. & S5 bonus for year end. 30/6/04.	71 %	\$19; \$270 buyers
ch. March, 1905. [69	Riley Hargreaves & Co., Limited	6.000} 6.000} 2,750	2100	\$100	\$55,500 \$150,000	#40 <b>Q</b> (	\$12 for 1903	- W	\$18 sellers \$225 - \$1111
POT WATER	Shanghai and Hongkew Wharf Company	32,000		Tis, 100	Tis. 487,210 } Tis. 59,880 } \$2,100,000	Tls. 10,711	Final of Tis. 6 making Tis. 10 for 1904	51 %	Tis. 1874 buyers
ND CEMENT-COMPANY,	Vangiste Whaif and Godown Company, Limited	37.000	\$100 Tls. 100	\$100 Tils, 100	Tis. 17,500	1206,645 Tls. 2,762	S20 for 2nd half year making \$26 for 1904. Tis. 18 for 1904	91%	538; Tls. 185 buyers
,	Astor House Hotel Company, Limited (Shanghai)	2,000	\$25 T.Tls. 50	\$25 T.Tls. 50	Tis. 34,000 } Tis. 8,000 }	\$9,989 Tls. 805	S21 for year ended 30.6.1904	69 2	71s, 135 sales.
LAND CEMENT.	Do. (New Issue)	n non	\$15 \$15	\$12 \$12 \$71	\$20,000	\$1,502	Final of 60 cents making \$1.80 for 1904  None Preferential of 7 per cent for 1904	10 %	\$18 sales \$102 \$71 sales
g ago was the ex ractory.	Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000}	\$3,554.	S5 for second half-year making \$10 for 1904	7 %	\$140
General Managers,	Hongkong Land Investment and Agency Co., Ld Hotel des Colonies Company, Limited (Shanghai)	50,000	\$100 Tls, 25	\$100 Tis. 25	\$250,000 Tls. 20,986	\$37,875 Tis. 7,202	Final of \$6 making \$12 for 1904	101 2	\$115 Tls, 19
h March, 1905. [50	Hotel Metropole Company, Limited	150,000	\$100	\$tro \$to	\$ \$200,094}	First year \$11,958	Interim of \$4	* * ***	Stos Stal buyers
	Kowloon Land and Building Company, Limited	6,000	\$50	\$30	none s	\$377	\$3 for 1904	71 %	\$40 seliers
d free from Salicylic Acid,	Tientsin Hotel des Colonies, Limited Tientsin Land Investment Company, Limited	1,400	Tls. 50 Tls. 50	Tis, so	Tis. 828,813 Tis. 170,000 none	Tis. 40,066 Tis. 670	Tis. 3 final and Tis. 2 bonus making lis. 8 for 1904	01 %	Tis. 122 buyer Tis. 47 sellers
per case of 48 bottles (quarts)	Wei-hai-wei Land and Building Company, Limited West Point Building Company, Limited	3,764	Tis. 100	Tis. 100	Tls. 67,300	Tls. 725 Tls. 5,150	None	51 %	Tis. 120 sellers Tis. 12 buyers
Sole Agents :-	Ewo Cotton Spinning and Weaving Company, Ld	12,500	\$50	\$50 Tls. 50	none	\$1,247 Tis. 11,655	Final of \$1,70 making \$3.20 for 1904 Tis. 4 for year ended 31.10.1903	6 %	Tis, 42 buyers
. SIEMSSEN & CO.	Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	Tis. 50 \$10	\$10	none	\$22,862	50 cents for the year ending 31.7.04		\$16 sellers
FOR SALE.	Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	8'000 10'000	TIs. 100	Tls. 75	Tis. 50,000 Tis. 35,227	Tls. 13,629 Tls. 10,000	Interim of 3 % a/c 1898	*	Tis. 41 sales
Gasoline,	Soy Chee Cotton Spinning Company, Limited	2,000	Tis. 500	Tls. 500	Tls. 8,115	Tls. 22,050	4 % for 1897	**************************************	Tis. 160 sales \$100
Lamps of all	Shanghai-Sumatra Tobacco Company, Limited MISCELLANEOUS.	300 7,500 30,000	\$200 \$10 Tls, 20	\$10 \$10 Tls. 20	none Tls. 24,820)	Dr. P. 2,584	First year	 	Sol sellers Tip. 68 sales
makers.	Anglo-German Brewing Company, Limited	4,000	\$100	\$100	Tls. 25,000 }	*****	First year	131 %	Fizs sellers
***Constone	Campbell, Moore & Co., Limited	8,604	12/6 510 512	12/6 \$10 \$12	\$8,000	£161 \$1,182 Nil.	6d. per share for 1903	81 %	\$54 buyers \$30 \$12 sellers
Globes, Shades, &c., for	China Flour Mill Co., Limited	4,000	Tis. 50	Tls. 50 \$10.	Tis. 30,000	Tls. 718 \$3,739	None	8 %	Tls. 63 sales
Gas Lamps at the most	t maer and Neave, Limited	25,000 4,500	\$10 \$74 \$50	\$6 \$6	\$8,0000	\$2,581	\$1\frac{1}{2} for year ending \$1.7.1903	91 %	\$87 buyers \$17 sellers \$100
moderate	Hall & Holtz, Limited	150,000	\$10	\$10	{ \$400,000 } \$500,000 }	\$95,054	\$2 for 1904	71 %	\$26} \$27 sales
Lamps fixed up for Buyers	nongkong & China Gas Company, Limited	7,000	£10	Lio	\$186,000 {25,394} {3,000}	\$7,551 £8,188	Final of \$14 making \$24	7 %	\$170 buyers
	Hongkong Electric Company, Limited	30,000 30,000 1,250	\$10 \$10 \$100	\$100	\$50,000	\$1,747	\$1.00 50 cents for year ending 30.4.1904	{ 6 % 41 %	\$17 \$11 \$212} bu yers
Naphtha of	The state of the s	5,000	\$25 \$50	\$25	\$60,000 \$60,000	\$5,356 \$11,137	Final of \$13 making \$17 for 1904 \$10 for 1904	7 %	\$142 \$152 bu yers
Naphtha of the best kind kept in stock.	Hongkong Ice Company, Limited	10'000		500	\$2,500	\$299	Final of 70 cts. and 50 cts. bonus making }	12 %	\$16
Naphtha of the best kind kept in stock. TAI KWONG CO., 56, Lyndhurst Terrace.	Hongkong Kope Manufacturing Company, Ld Hongkong Steam Waterboat Company, Limited Katz Brothers, Limited	15,000	\$100 \$100	\$100		\$3,400	\$8 for 1904	6 7	\$135 buyers
Naphtha of the best kind kept in stock.  TAI KWONG CO.,  56, Lyndhurst Terrace. th November, 1904	Hongkong Rope Manufacturing Company, Ld.  Hongkong Steam Waterboat Company, Limited  Katz Brothers, Limited  Lane, Crawford & Co., Limited (Shanghai)  Maatschappij tot Mijn., Bosch-en Landbouwex-}  ploitatic in Languat, Limited	15,000 10,000 2,500 25,000	\$100		\$475,000 none   Tis. 528,210 }	\$21,582	Interim of \$5	6 %	\$135 buyers \$145 buyers Tis. 2074 sellers
Naphtha of the best kind kept in stock.  TAI KWONG CO., 56, Lyndhurst Terrace. th November, 1964	Hongkong Rope Manufacturing Company, Ld.  Hongkong Steam Waterboat Company, Limited  Katz Brothers, Limited  Lane, Crawford & Co., Limited (Shanghai)  Maatschappij tot Mijn., Bosch-en Landbouwex-}  ploitatic in Languat, Limited  Maynard and Company, Limited	15,000 2,500 25,000 3,400	\$100 \$100 Gs. 100	\$100	\$475,000 none { Tis. 528,210 } Tis. 19,465 }	\$21,582 Tls. 35,849 Dr. Tls. 117,638	Interim of \$5	6 % 71 % 16‡ %	Tis. 207 seller:
Naphtha of the best kind kept in stock.  TAI KWONG CO., 56, Lyndhurst Terrace. th November, 1904	Hongkong Rope Manuacturing Company, Ld.  Hongkong Steam Waterboat Company, Limited  Katz Brothers, Limited  Lane, Crawtord & Co., Limited (Shanghai)  Maatschappij tot Mijn., Bosch- en Landbouwex-  ploitatic in Languat, Limited  Maynard and Company, Limited  Moutrie (5.) & Company, Limited  Moutrie (5.) & Company, Limited	15,000 2,500 25,000 3,400 7,000 4,000	\$100 \$100 Gs. 100 S10 Tls. 50 \$50	\$100 \$100 Gs. 100 \$10 Tis, 50 \$50	\$475,000 none Tis. 528,210 } Tis. 19,465 } none none	\$21,582 Tls. 35,849 Or. Tls. 117,638 \$832	Interim of \$5  Interim of \$	6 % 71 % 16‡ %	\$145 buyers Tis. 207 seller: \$13 Tis. 25 \$54 sales
Naphtha of the best kind kept in stock.  TAI KWONG CO., 56, Lyndhurst Terrace. The November, 1904	Hongkong Steam Waterboat Company, Limited  Katz Brothers, Limited Lane, Crawtord & Co., Limited (Shanghai)  Maatschappij tot Mijn., Bosch- en Landbouwex.}  ploitatic in Languat, Limited  Maynard and Company, Limited  Moutrie (5.) & Company, Limited  Shanghai & Hongkong Dyeing and Cleaning Co., Ld.,  Shanghai Gas Company, Limited	15,000 2,500 25,000 3,400 7,000 4,000	\$100 \$100 Gs. 100 S10 Tls. 50 \$50 Tls, 50	\$100 \$100 \$100 \$10 \$10 \$50 \$50 \$50	\$475,000 none Tis. 528,210 } Tis. 19,465 } none none None Tis. 145,000 } Tis. 108,172 }	\$21,582 Tls. 35,849 Or. Tls. 117,638 \$832 Dr. \$5,537 Tls. 8,011	Interim of \$5	6 % 71 % 16‡ % 9 %	Tis. 207 seller S13 Tis. 25 S54 sales S50 S122 brivers
Naphtha of the best kind kept in stock.  TAI KWONG CO., 56, Lyndhurst Terrace. The November, 1904  CO.  DEPOT.	Hongkong Steam Waterboat Company, Limited  Katz Brothers, Limited Lane, Crawford & Co., Limited (Shanghai) Maatschappij tot Mijn., Bosch- en Landbouwex-} ploitatic in Languat, Limited Maynard and Company, Limited Moutrie (5.) & Company, Limited  Shanghai & Hongkong Dyeing and Cleaning Co., Ld., Shanghai Gas Company, Limited Shanghai Horse Bazaar Company, Limited Shanghai Pulp and Paper Company, Limited Shanghai Waterworks Company, Limited	15,000 2,500 25,000 3,400 7,000 4,000 1,200 16,000	\$100 \$100 Gs. 100 S10 Tls. 50 \$50 Tls. 50 Tls. 50 Tls. 50	\$100 \$100 \$10 \$10 \$10 \$10 \$50 \$50 \$50 \$13, 50 \$13, 50	\$475,000 none Tis. 528,210 } Tis. 19,465 } none none None Tis. 145,000 } Tis. 108,172 } Tis. 45,000 Tis. 25,000	\$21,582 Tls. 35,849 Dr. Tls. 117,638 \$832 Dr. \$5,537 Tls. 8,011 Tls. 10,217 Tls. 6,968	Interim of \$5.  [2nd quarterly of Tls. 5, paid 15.6.05 mak-]  [3nd quarterly of Tls. 5, paid 15.6.05 mak-]  [3nd quarterly of Tls. 122 for 1905  [52 for year ended 31.10.1904  Tls. 5 for 1902  [Final of \$3 making \$5 for the year ending ]  [30.6.04  None  Final of Tls. 5 making Tls. 22 for 1904  Tls. 5 for 1903  Final of Tls. 8 making Tls. 14 for 1904  Final of 27/6 making Tls. 14 for 1904	6 % 71 % 161 % 9 % 7 % 6 %	Tis. 207 seller  S13 Tis. 25  S54 sales  S50  S122 brivers  Tis. 80 sales  Tis. 1671 sales
Naphtha of the best kind kept in stock.  TAI KWONG CO., 56, Lyndhurst Terrace. 6th November, 1904  CO.  POR	Hongkong Steam Waterboat Company, Limited  Katz Brothers, Limited Lake, Crawford & Co., Limited (Shanghai) Maatschappij tot Mijn., Bosch- en Landbouwex-} ploitatic in Languat, Limited Maynard and Company, Limited Moutrie (5.) & Company, Limited Moutrie (5.) & Company, Limited Shanghai & Hongkong Dyeing and Cleaning Co., Ld. Shanghai Gas Company, Limited Shanghai Horse Bazaar Company, Limited Shanghai Pulp and Paper Company, Limited Shanghai Waterworks Company, Limited Singapore Dispensary, Limited South China Morning Post, Limited	15,000 2,500 2,500 25,000 3,400 7,000 4,000 1,200 16,000 5,400 6,000	\$100 \$100 Gs. 100 S10 Tls. 50 \$50 Tls. 50 Tls. 50	\$100 \$100 \$10 \$10 \$10 \$10 \$50 \$50 \$50 \$15, 50	\$475,000 none Tis. 528,210 } Tis. 19,465 } none none None Tis. 145,000 } Tis. 108,172 } Tis. 45,000	\$21,582 Tip. 35,849 Dr. Tis. 117,638 \$832 Dr. \$5,537 Tis. 8,011 Tis. 10,217 Tis. 6,968 Tis. 17,220 \$1,769	Interim of \$5.  [2nd quarterly of Tis. 5, paid 15.6.05 mak-]  ing so far Tis. 121 for 1905  \$2 for year ended 31.10.1904  Tis. 5 for 1902  [Final of \$3 making \$5 for the year ending]  30.6.04  None  Final of Tis. 5 making Tis. 21 for 1904  Tis. 5 for 1903  Final of Tis. 8 making Tis. 14 for 1904  Final of 37/6 making 52/6 for 1904  Sof for year ended 31.7.1004	6 % 71 % 161 % 9 % 7 % % 81 % 71 %	Tis. 2071 seller  S13 Tis. 25  S54 sales  S50  S122 brivers  Tis. 80 sales  Tis. 1671 sales  Tis. 420 sales  S80 sellers  \$25
Naphtha of the best kind kept in stock.  TAI KWONG CO., 56, Lyndhurst Terrace. 6th November, 1904  CO.  FOR  EASTMAN'S	Hongkong Steam Waterboat Company, Limited  Katz Brothers, Limited	15,000 2,500 25,000 3,400 7,000 4,000 1,200 16,000 5,000 5,000 10,000 2,000	\$100 \$100 \$100 \$10 \$10 \$10 \$10 \$10 \$50 \$50 \$13, 50 \$13, 50 \$13	\$100 \$100 \$100 \$10 \$10 \$10 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$5	\$475,000 none { Tis. 528,210 } Tis. 19,465 } none none St,000 None { Tis. 145,000 } Tis. 108,172 } Tis. 45,000 Tis. 25,000 Tis. 25,000 none none	\$21,582 Tip. 35,849 Dr. Tis. 117,638 \$832 Dr. \$5,537 Tis. 8,011 Tis. 10,217 Tis. 6,968 Tis. 17,220 \$1,769 Dr. \$5,068	Interim of \$5.  [Interim of \$5.  Interim of \$5	6 7 % 71 % 9 % 7 % % % % % % % % % % % % % % % % % %	Tis. 207 sellers  S13 Tis. 25  S54 sales  S50  S122 brivers  Tis. 80 sales Tis. 167 sales Tis. 420 sales  S80 sellers  S80 sellers  S7 blivers
Naphtha of the best kind kept in stock.  TAI KWONG CO., 56, Lyndhurst Terrace. 6th November, 1904  CO.  FOR  EASTMAN'S	Hongkong Steam Waterboat Company, Limited  Katz Brothers, Limited	15,000 2,500 25,000 3,400 7,000 4,000 16,000 5,000 6,000 5,000 10,000 2,000	\$100 \$100 Gs. 100 S10 Tls. 50 Tls. 50 Tls. 50 Tls. 50 \$25 \$50 \$25 \$ 5 \$100 \$10	\$100 \$100 \$100 \$10 \$10 \$10 \$50 \$50 \$100 \$10	\$475,000 none { Tis. 528,210 } Tis. 19,465 } none none St,000 None { Tis. 1,15,000 } Tis. 108,172 } Tis. 45,000 Tis. 25,000 Tis. 170,000 S20,000 none none \$25,000 \$550,000 } \$550,000	\$21,582 Tls. 35,849 Dr. Tls. 117,638 \$832 Dr. \$5,537 Tls. 8,011 Tls. 10,217 Tls. 6,968 Tls. 17,220 \$1,769 Dr. \$5,068 \$3,644 \$700 \$84,813	Interim of \$5.  [Interim of \$5.  Interim of \$5	6 % % 16 % 9 % 7 % % % % % % % % % % % % % % % %	Tis. 207 sellers  S13 Tis. 25  S54 sales  S50  S122 brivers  Tis. 80 sales  Tis. 167 sales  Tis. 420 sales  S80 sellers  \$25  S8 buyers  \$75 blivers  \$150 buyers  \$40†
Naphtha of the best kind kept in stock.  TAI KWONG CO., 56, Lyndhurst Terrace. 5th November, 1004 [54]  CO.  DEPOT  FOR  EAST MAN'S  KODAKS, FILMS.	Hongkong Steam Waterboat Company, Limited  Katz Brothers, Limited  Lake, Crawford & Co., Limited (Shanghai)  Mantschappij tot Mijn., Bosch-en Landbouwex-  ploitatic in Languat, Limited  Maynard and Company, Limited  Moutrie (s.) & Company, Limited  Shanghai & Hongkong Dyeing and Cleaning Co., Ld.  Shanghai Gas Company, Limited  Shanghai Horse Bazaar Company, Limited  Shanghai Pulp and Paper Company, Limited  Shanghai Waterworks Company, Limited  South China Moraing Post, Limited  Straits Ice Company, Limited  Straits Trading Company, Limited  Lim	15,000 2,500 2,500 25,000 3,400 7,000 4,000 1,200 16,000 5,000 5,000 5,000 2,000 2,000 2,000 2,000	\$100 \$100 Gs. 100 S10 Tls. 50 Tls. 50 Tls. 50 Tls. 50 \$25 \$50 \$25 \$50 \$100	\$100 \$100 \$10 \$10 \$10 \$10 \$50 \$50 \$25 \$50 \$25 \$50 \$100 \$100 \$100	\$475,000 none { Tis. 528,210 } Tis. 19,465 } none none \$1,000 None Tis. 1,15,000 Tis. 108,172 } Tis. 45,000 Tis. 25,000 Tis. 25,000 none none  \$25,000 \$26,000 \$550,000 \$550,000 \$550,000 \$550,000 \$550,000 \$550,000 \$550,000 \$550,000 \$550,000 \$550,000 \$550,000 \$550,000 \$550,000 \$550,000 \$550,000 \$550,000 \$550,000 \$550,000	\$21,582 Tls. 35,849 Or. Tls. 117,638 \$832 Dr. \$5,537 Tls. 8,011 Tls. 10,217 Tls. 6,968 Tls. 17,220 \$1,769 Dr. \$5,068 \$3,644 \$700 \$84,813 Tls. 2,025 Tls. 1,012	Interim of \$5.  [Interim of \$5.  Ind quarterly of Tis. 5, paid 15.6.05 mak.]  ing so far Tis. 12; for 1905  \$2 for year ended 31.10.1904  Tis. 5 for 1902  [Final of \$3 making \$5 for the year ending]  30.6.04  None  Final of Tis. 5 making Tis. 2; for 1904  Final of Tis. 8 making Tis. 14 for 1904  Final of 37/6 making 52/6 for 1904  Sol for year ended 31.7.1504  None  [60 cents for year ended 31.5.04  First year  \$10 for second half year 1904  \$1 div. and 35 cents bonus for half year  ended 30.9.1904  Tis. 2 for half year  Final of Tis. 4 making Tis. 8; for 1904/5	6 7 % % % % % % % % % % % % % % % % % %	Tis. 207 seller  S13 Tis. 25  S54 sales  S50  S122 brivers  Tis. 80 sales Tis. 167 sales Tis. 420 sales S80 sellers  S80 sellers  S7 buyers  S7 buyers  S7 buyers  S7 to buyers  S77 buyers  S77 Tis. 100  T.Tis. 120
Naphtha of the best kind kept in stock.  TAI KWONG CO., 56, Lyndhurst Terrace. 6th November, 1904  CO.  FOR  EAST MAN'S  KODAKS, FILMS,	Hongkong Rope Manuacturing Company, Ld.  Hongkong Steam Waterboat Company, Limited  Katz Brothers, Limited	15,000 2,500 2,500 25,000 3,400 7,000 4,000 1,200 16,000 5,000 6,000 5,000 10,000 2,000 2,000 2,000 2,000 2,000 2,000	\$100 \$100 Gs. 100 S10 Tls. 50 Tls. 50 Tls. 50 \$25 \$50 \$25 \$50 \$25 \$50 \$100 Tls. 100	\$100 \$100 \$10 \$10 \$10 \$10 \$50 \$50 \$25 \$50 \$25 \$50 \$100 \$100 \$100	\$475,000 none { Tis. 528,210 } Tis. 19,465 } none none St,000 None { Tis. 1,15,000 } Tis. 108,172 } Tis. 45,000 Tis. 25,000 Tis. 25,000 none none \$20,000 none \$250,000 \$550,000 } tone	\$21,582 Tip. 35,849 Or. Tis. 117,638 \$832 Dr. \$5,537 Tis. 8,011 Tis. 10,217 Tis. 6,968 Tis. 17,220 \$1,769 Dr. \$5,068 \$3,644 \$700 \$84,813 Tis. 2,025 Tis. 1,012 \$480	Interim of \$5.  [Interim of \$5.  Interim of \$5.  Interim of \$5.  Ind quarterly of Tls. 5, paid 15.6.05 mak.]  Ing so far Tls. 12½ for 1905  \$2 for year ended 31.10.1904  Tls. 5 for 1902  [Final of \$3 making \$5 for the year ending]  30.6.04  None  Final of Tls. 5 making Tls. 2½ for 1904  Tls. 5 for 1903  Final of Tls. 8 making Tls. 14 for 1904  Final of 37/6 making 52/6 for 1904  \$6) for year ended 31.7.1904  None  [60 cents for year ended 31.5.04  First year  \$10 for second half year 1904  \$1 div. and 35 cents bonus for half year  ended 30.9.1904  Tls. 2 for half year	671 % 9 % 7 681 % 7 7 % % 7 % % 7 % % % 7	Tis. 207 sellers  \$13 Tis. 25  \$54 sales  \$50 \$122 brivers  Tis. 60 sales Tis. 167 sales  18. 420 sales \$80 sellers  \$25 \$8 buyers  \$75 buyers  \$150 buyers  \$150 buyers